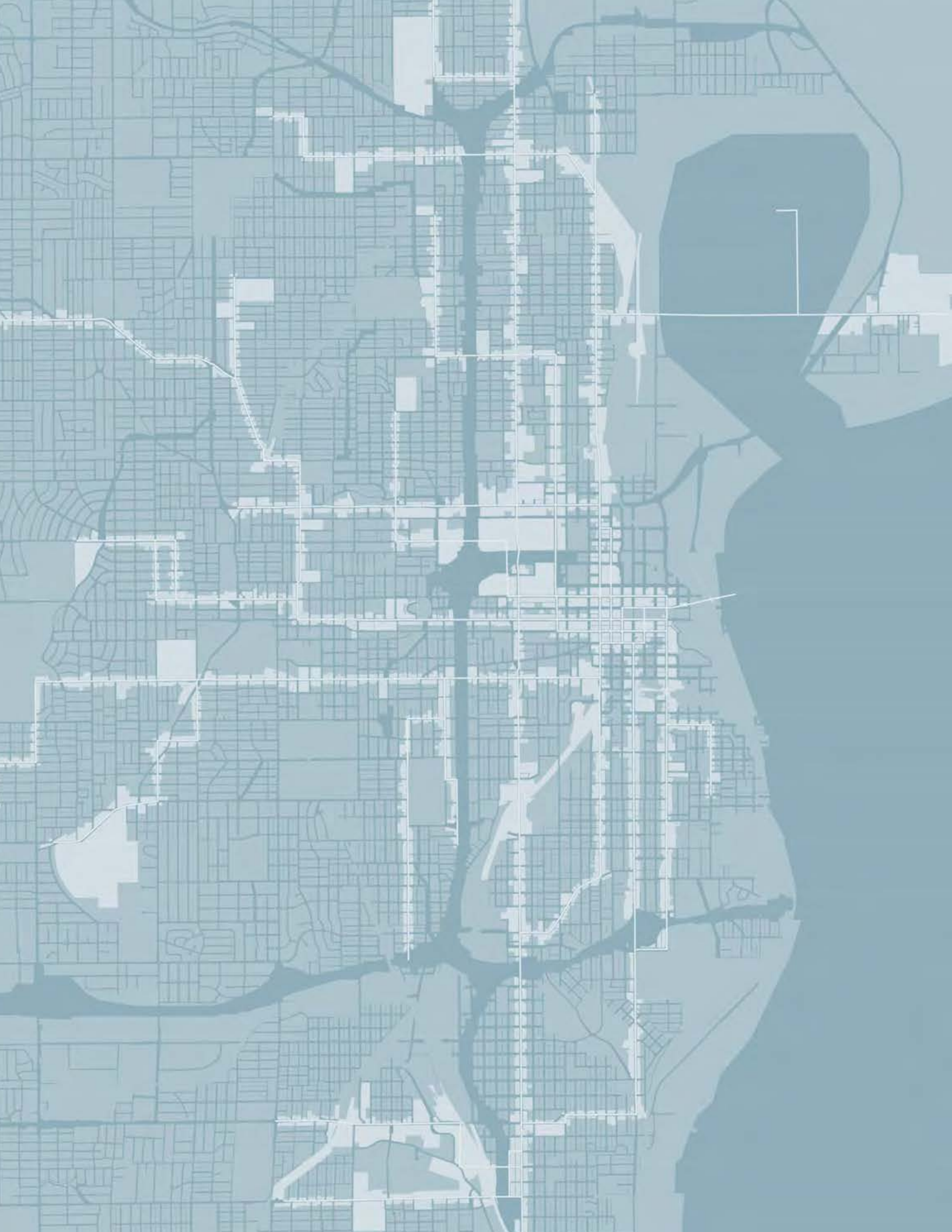


2017

OMAHA'S HISTORIC STREETCAR SYSTEM

an Intensive Level Survey
of Preservation Resources





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EXECUTIVE SUMMARY

PROJECT BACKGROUND

The City of Omaha Certified Local Government in cooperation with Nebraska State Historical Society (NSHS) contracted with Alley Poyner Macchietto Architecture Incorporated to conduct an Intensive Level Survey of the Resources Associated with the Historic Streetcar System in Omaha. The project included the evaluation of properties with respect to the NeSHPO planning document “Historic and Prehistoric Contexts in Nebraska: A Topical Listing,” mapping, cataloging and photographing surveyed and resurveyed properties.

SURVEY AREA DETAILS

This survey systematically evaluated properties within Omaha and incorporated survey standards and documentation consistent with recent surveys.

The survey area included resources facing both sides of a total of 62.84 linear miles along the historic streetcar route throughout Omaha.

This survey reviewed approximately 4,964 parcels of which include:

- 681 resources previously inventoried by NSHS and/or the City of Omaha
- 21 resources previously listed individually on the National Register of Historic Places (NRHP)
- 7 previously listed NRHD

Resources in the survey area included:

- Buildings
- Structures
- Objects
- Sites

Property types in the survey area were mixed

Primarily commercial and multi-family residential

Limited civic, industrial, recreational and educational

CLARIFICATION OF TERMS

This project is an Intensive Level Survey, which is a review of all resources associated with a particular historic context, in this case, the historic Omaha streetcar system. Resources include buildings, structures, objects and sites. Those resources that appear to have historic associations with the streetcar system are recorded in the survey inventory. The inventory consists of a database, a set of photographs and GIS mapping of locations of the resources.

Within the inventory, resources can be marked as active or inactive. Active resources are those which were added to the inventory as a result of this survey or which were previously surveyed and found to retain their historic integrity and an association with the streetcar context. Inactive resources are those that were previously surveyed and were found to be either non-extant or lacking in integrity.

SUMMARY OF RESULTS AND RECOMMENDATIONS

- 449 active resources inventoried
- 10 areas recommended as potentially eligible historic districts to the National Register of Historic Places (NRHP)
- 19 areas recommended as potential Local Landmark Historic Districts
- 55 potentially individually eligible to the National Register of Historic Places (NRHP) or as Local Landmarks
- Planning recommendations for the economic development and historic preservation of these areas

CONTENTS OF THIS REPORT

Chapter 1	• Explains the methods and processes used to conduct the investigation, including limitations and biases
Chapter 2	• Provides an overview of the development of the historic streetcar system as well as histories of each of the 44 focus areas
Chapter 3	• Provides an overall analysis of the survey findings as well as analysis for each of the 44 focus areas
Chapter 4	• Presents the recommendations for this report, including resources to be listed individually as Local Landmarks or on the National Register, as Local Historic Districts, or as National Register Historic Districts, as well as recommendations for future planning efforts
Chapter 5	• Describes the programs and roles in local preservation efforts of the Omaha Planning Department and the NSHS
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ACKNOWLEDGEMENTS

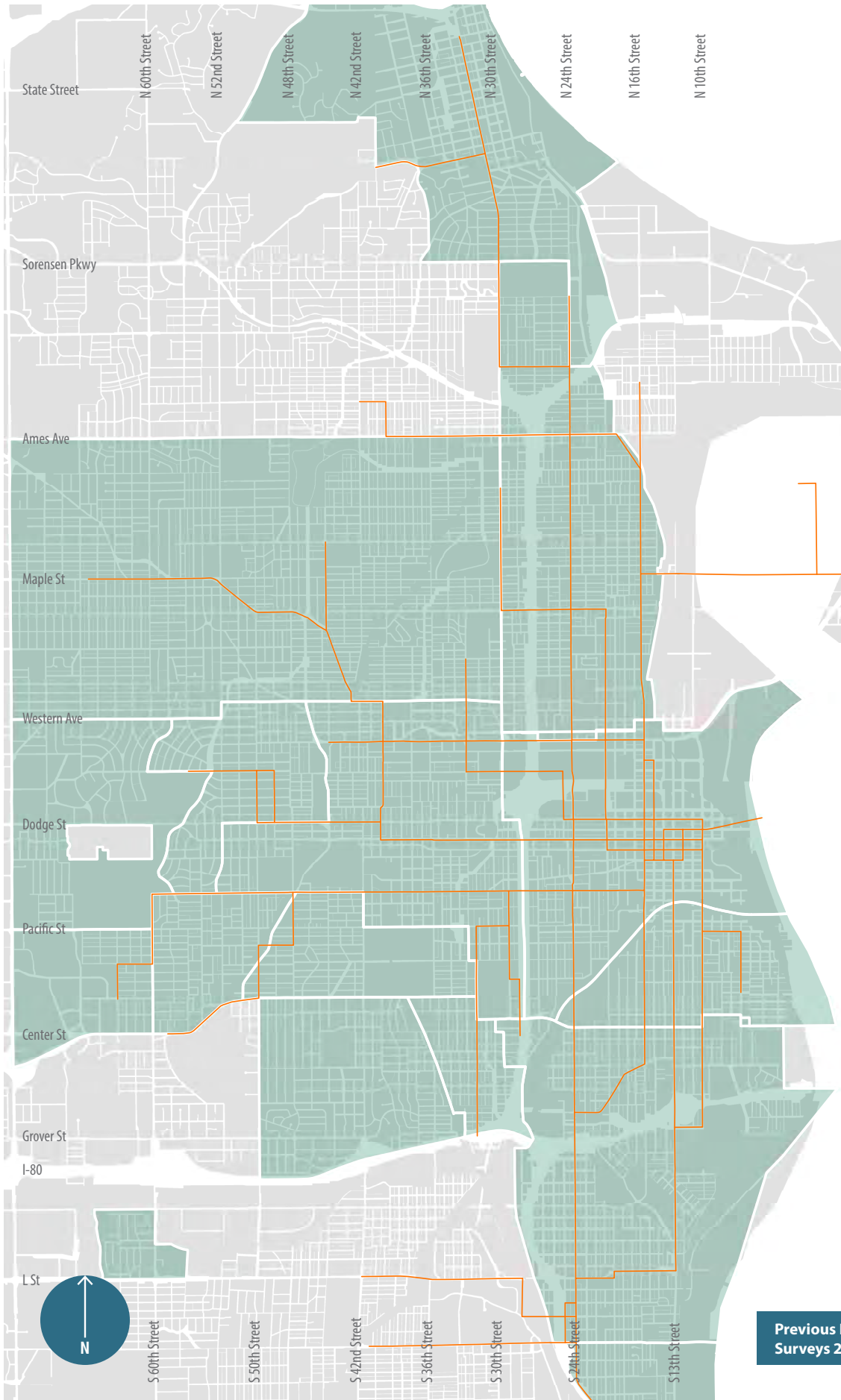
We are grateful to many people for their assistance during this project. This report could not have been completed without the additional efforts of those members of the public who attended the public meetings and/or offered information during the survey, as well as the Omaha Public Library.

ADMINISTRATION AND FUNDING

The Omaha Historic Building Survey (HBS) project is supported in part by a Certified Local Government (CLG) grant. The Certified Local Government program is administered by the Nebraska State Historic Preservation Office (NeSHPO), a division of the Nebraska State Historical Society (NSHS). This study is funded in part with the assistance of a federal grant from the U.S. Department of the Interior, National Park Service. However, the contents and opinions expressed in this publication do not necessarily reflect the views or policies of the U.S. Department of the Interior.

Regulations strictly prohibit unlawful discrimination on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity or facility operated by a recipient of federal assistance should write to: Director, Office of Equal Opportunity, National Park Service, 1849 C Street NW, Washington, D.C. 20240.

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Previous Reconnaissance
Surveys 2002 - 2016

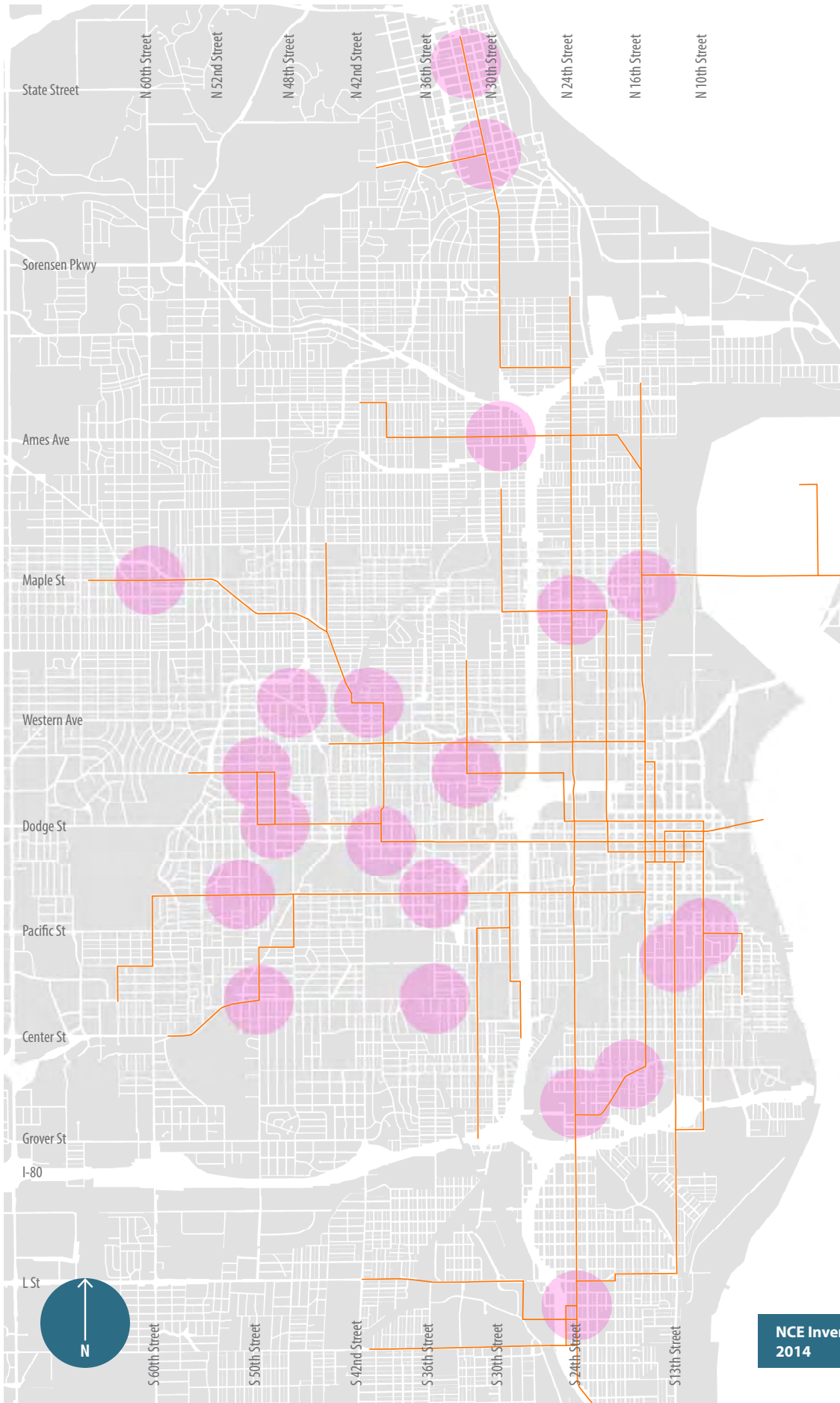
CHAPTER 1: SURVEY METHODOLOGY

INTRODUCTION

This chapter describes the methods employed to conduct the survey and the means used to analyze the gathered information.

Over the past decade and a half, the Omaha Certified Local Government (CLG) in conjunction with the Nebraska State Historical Society (NSHS) has devoted some of its funding to a variety of research efforts. The largest of these has been reconnaissance level surveys within older portions of the City of Omaha. To date, there have been 21 reconnaissance surveys completed in Omaha. These surveys identified resources with potential historic and/or architectural significance. The Omaha CLG also funded three Multiple Property Documents (MPD), one for apartments, one for attached dwellings and one for warehouses. MPDs provided background research and a framework for evaluation of properties with related histories. Additionally, the Omaha CLG conducted the Neighborhood Conservation and Enhancement (NCE) District Inventory between 2013 and 2014. The NCE District Inventory functioned as a precursor to this Intensive Level Inventory, examining selected neighborhood commercial centers in east Omaha.

A recurring theme within much of the research conducted during previous surveys was the influence of the streetcar system on the development of Omaha. To gain a comprehensive understanding of this historic streetcar context, the Omaha CLG chose to undertake an Intensive Level Survey. An Intensive Level Survey, more detailed than a reconnaissance survey, focuses on all properties associated within a specific historic context.



NCE Inventory Areas
2014

OBJECTIVE

The objective of this project was to complete an Intensive Level Survey for the Omaha Historic Streetcar Context that identifies clusters of buildings, within this context, that can be listed as Historic Districts on the National Register of Historic Places or as Landmark Heritage Districts. The buildings must meet certain age, physical integrity and historic association requirements to be considered for this context. This in turn opens the potential for facilitating development projects through funding opportunities such as historic tax credits and allows the city planners to guide development in these areas.

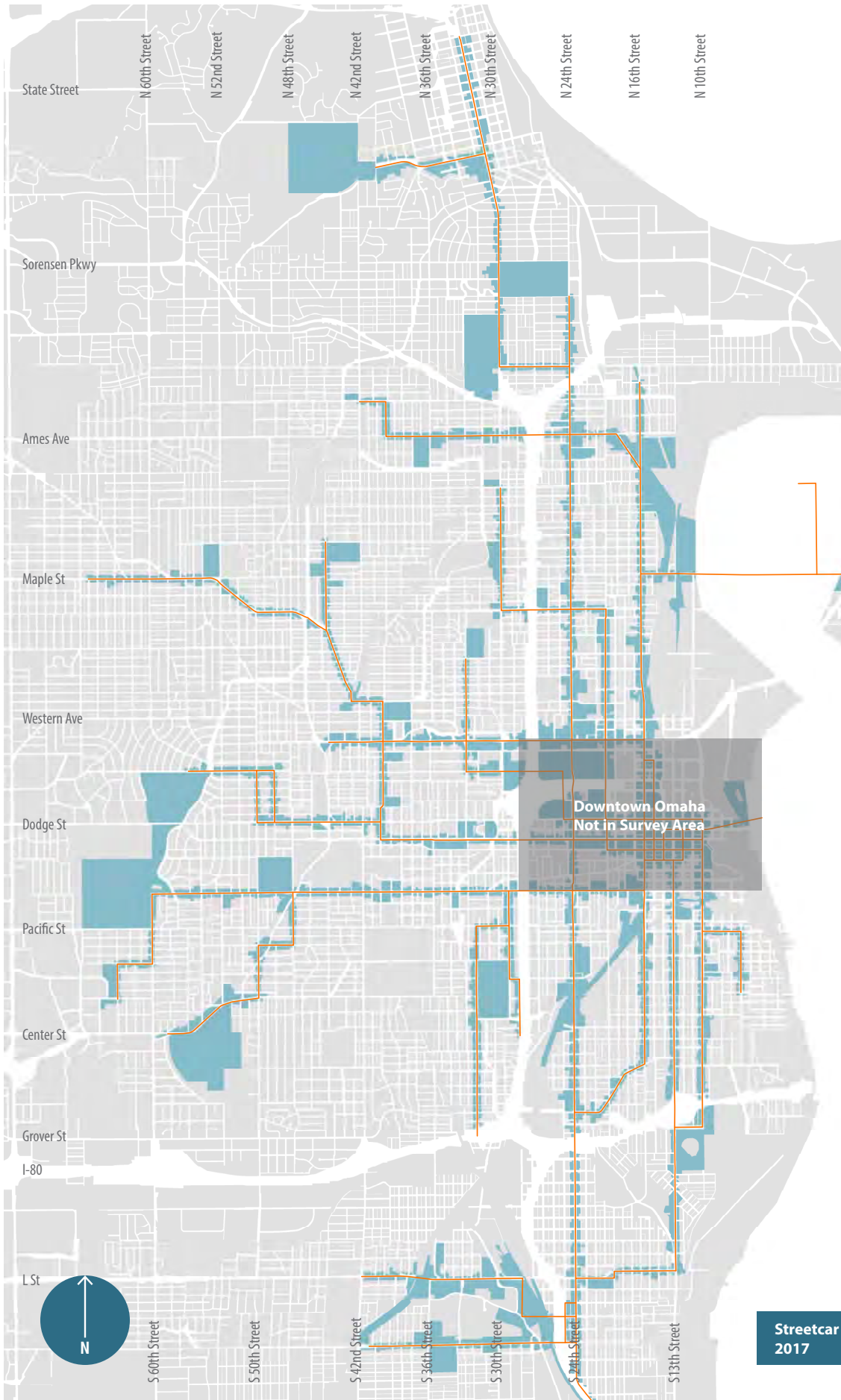
The survey identified development patterns that occurred as the streetcar network expanded throughout Omaha between 1868 and 1955. Commercial clusters in these areas are closely associated with walkable neighborhoods, a goal of many modern urban revitalization projects. As the neighborhoods in the older sections of Omaha continue to evolve, the underlying pattern of development that many were founded upon appears to be eroding, leaving the defining character of many historic areas under direct threat and vulnerable to loss. This study allows planners, preservationists and residents to better understand what exists in Omaha and how walkable, historic neighborhood commercial centers can be supported in future growth and development.

During this survey, investigators examined patterns of development associated with early commercial areas located along historic streetcar lines. This work included identifying land platting patterns such as large or fine grain patterns¹, reviewing the existence and orientation of service alleys and characterizing the network of land use that created a center for a walkable neighborhood, such as stores, restaurants, taverns and multi-family housing. Within this examination, they identified historic building resources that met the Nebraska Historic Resources Survey & Inventory (NeHRSI) standards. This survey sought to discover new resources as well as confirm the integrity of previously identified properties. Each of the previously surveyed and newly surveyed properties were then evaluated for their potential eligibility for listing as contributing to an historic district on the National Register of Historic Places, as Local Historic Districts or Neighborhood Conservation and Enhancement (NCE) Districts.

Relatively new, the NCE Initiative represents “a comprehensive, multi-disciplined approach to neighborhood planning and revitalization of existing neighborhoods. The initiative is predicated upon retooling the City’s policies, practices and codes to accommodate the current active real estate markets for rehabilitation and infill redevelopment.”² In other words, an NCE can give as much weight to reinforcing the historic land pattern of fine grained lots and service alleys, as it does to preserving historic buildings. Incorporating this additional component ensured that those commercial areas that contained an underlying pattern of land division supporting walkable neighborhoods could be more easily recognized. In these commercial areas, buildings with a low level of integrity, but a good level of density and cohesion would still qualify for inclusion in the study.

1 A fine grain is a platting pattern consisting of many lot divisions per block. This is often seen in historic commercial areas where the front of the lot was 22’ wide and there were 10-12 lots per block. Opposite this, a large grain is a platting pattern with relatively few lots per block.

2 City of Omaha Planning Department and Alley Poyner Macchietto Architecture, “Omaha NCE Inventory: A Neighborhood Conservation and Enhancement District Inventory for Omaha’s Neighborhood Commercial Centers,” (Omaha, NE: City of Omaha, 2014).



Streetcar ILS Area
2017

SURVEY AREA

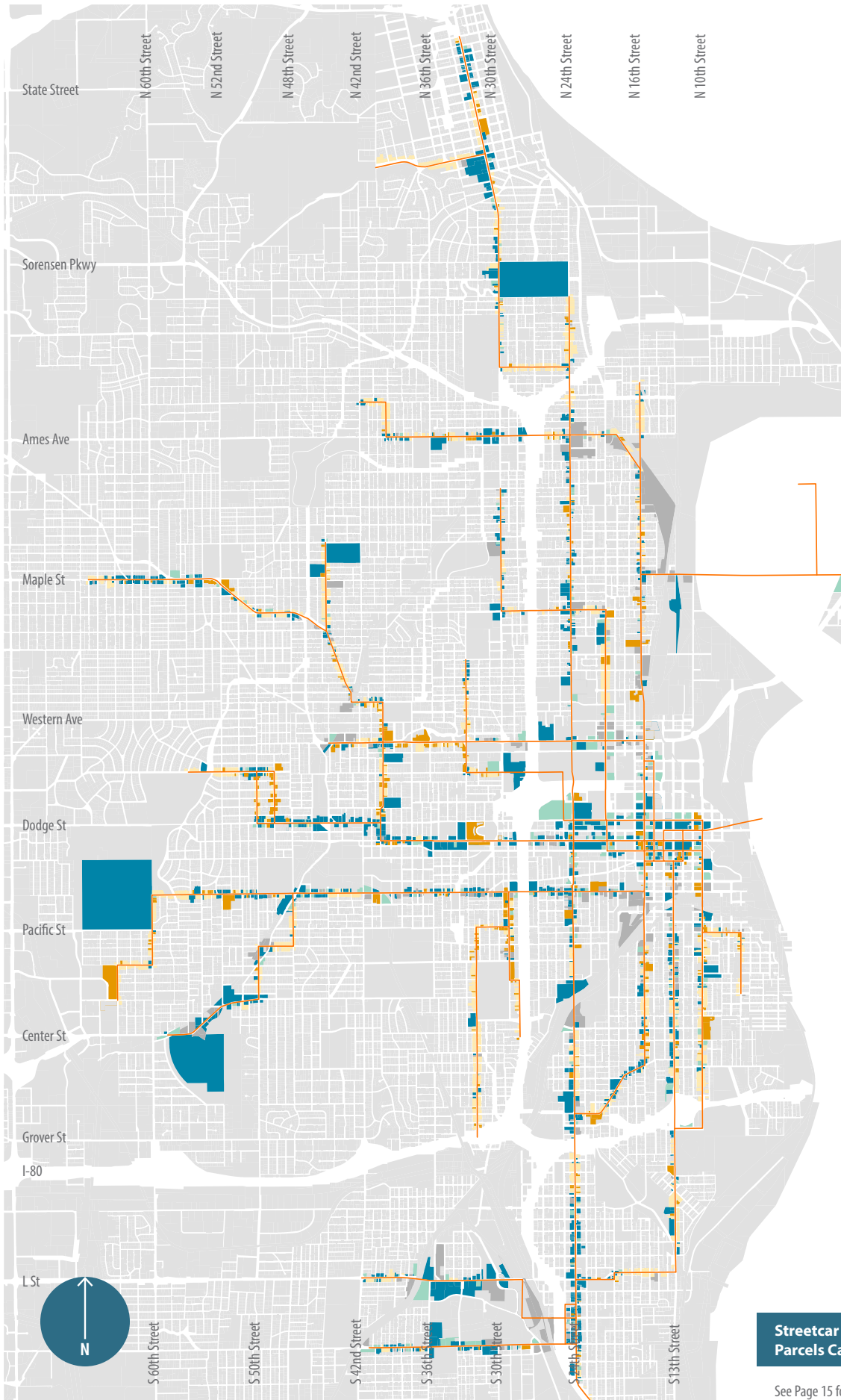
The overall survey area aligns with the former streetcar network, which was at its peak in the late 1920s. Thereafter, as ridership declined, lines were abandoned, shortened, converted to bus lines, and eventually eliminated. Omaha's streetcar lines were mapped by local streetcar historian, Richard Orr, in his book *O & CB: Streetcars of Omaha and Council Bluffs*.³ Orr's text and his detailed maps were utilized by the survey team to determine the extent of the survey area, which stretches from Fillmore Street at the north, Harrison Street at the south, the Missouri River at the east, and 65th Avenue at the west. This was supplemented with additional research in the *Omaha World Herald* to identify finer details of the changes to the routes.

Rather than focusing upon all commercial development within east Omaha, the survey was limited to those parcels directly adjoining the streetcar routes. Commercial development on side streets that was a continuation of commercial development along a streetcar line was included in the study area, since such development was easily seen as an extension of the commercial area. Those areas that were more than one block from a line were not considered to have a direct link to streetcar development and were therefore not included in the study. For example, in the Benson survey area (W9), Military Avenue between Maple and Binney Streets was included because of its direct adjacency to Maple Street; while the commercial strip along Military Avenue between Binney and Wirt Streets was not included, because that area of development was not along a streetcar line and it was more than a block away.

Additionally, because the focus of this survey was upon those commercial areas that emerged alongside the streetcar system, the survey did not include buildings within Omaha's downtown, which developed for a wider variety of reasons. The downtown boundaries were roughly defined as Cuming Street at the north, Leavenworth Street at the south, the Missouri River at the east, and I-480 at the west.

The survey area included approximately 4,964 parcels along 62.8 miles of streetcar routes. Previous surveys had collected information on 681 properties in the survey area. These properties were resurveyed as a part of this project. Included in this count are twenty-one individual properties and seven historic districts, which are currently listed on the National Register of Historic Places (NRHP). Additionally, sixteen of the areas were previously studied in whole or in part during the NCE District Inventory.

3 Richard Orr, *O & CB: Streetcars of Omaha and Council Bluffs* (Omaha, NE: Self-published, 1996), 185.



Streetcar ILS
Parcels Categorized

See Page 15 for Map Key

METHODOLOGY

Because this was an Intensive Level Survey, the survey team, in conjunction with the City of Omaha Planning Department, needed to first identify which property types were associated with the streetcar system and then locate those properties.

PRE-FIELD WORK

Identifying Resources with Associations to the Streetcar System

Before heading into the field, the team gathered databases and GIS shapefiles from the Omaha City Planning Office and the Douglas County Assessor's Office. Information from the City Planning Office consisted of GIS shapefiles of streetcar route data, including the streetcar lines and all parcels that directly adjoined the lines, as well as GIS shapefiles of previously surveyed properties within Omaha. Information from the Douglas County Assessor's Office was obtained for all properties and included the parcel address, legal description, number of acres, square footage, building description, unit type (current use), number of units (number of storefronts or residential units), facade material, roof material, roof type, number of stories, year built, and year remodeled. All of these databases were combined into a master database, which was then used to create a master map of all properties located along previously identified streetcar routes. The first map highlighted those parcels that were occupied by resources potentially related to development along the streetcar system.

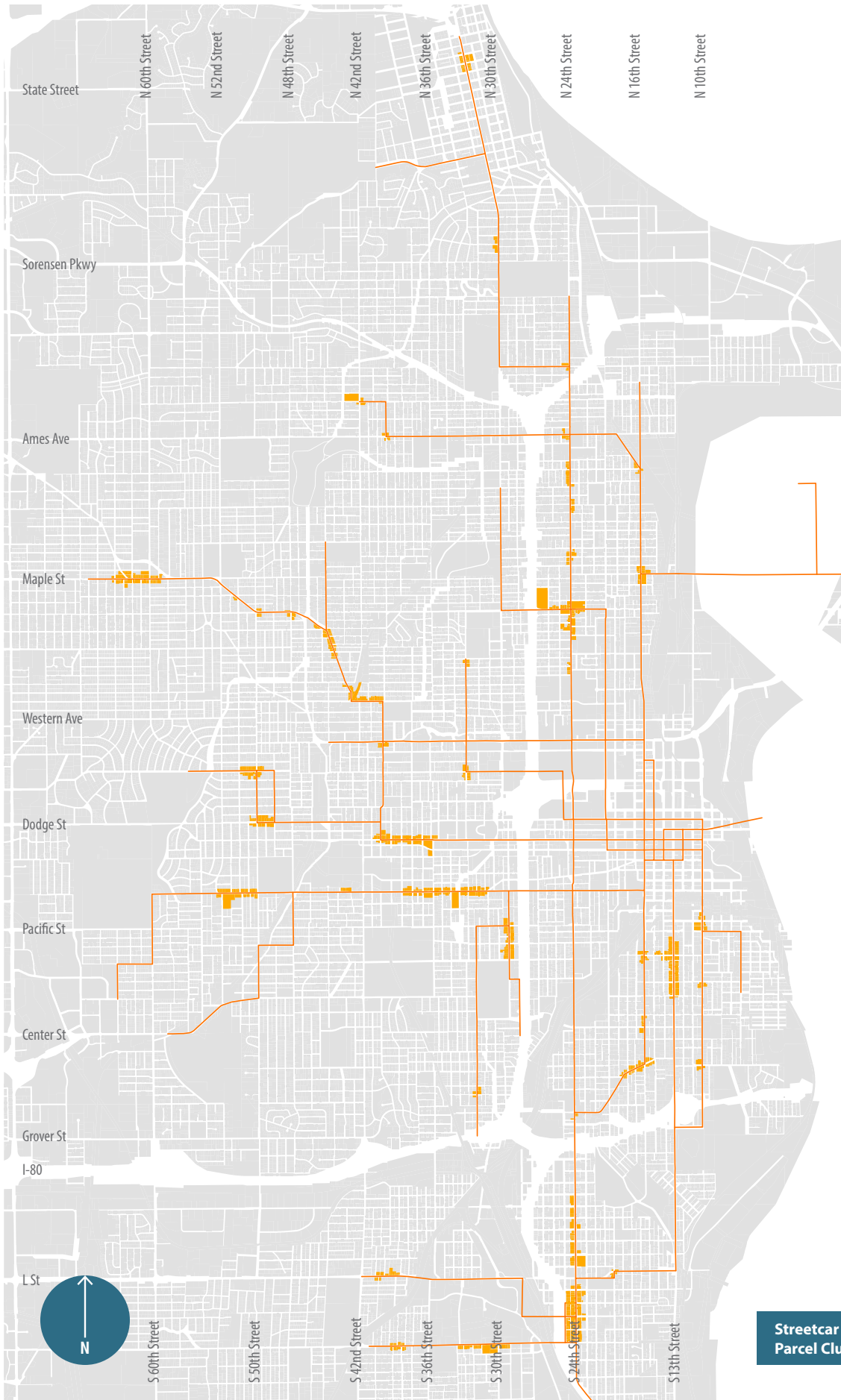
Resources considered for the survey illustrated the suburbanization of our city's built environment as streetcar development allowed residents to live further from jobs and the city center. Thus, "a more localized need for general services such as grocery, restaurants and hardware emerged at key streetcar stops satisfying the daily needs of nearby residents."⁴ Therefore, resources considered in this survey included clusters of commercial resources along the streetcar line or within a block of that line. Clusters of resources identified for this survey typically included groupings of pedestrian-oriented commercial buildings, often with alleys in the rear. Buildings were generally either a large building broken down into several smaller storefronts, or more commonly, numerous smaller storefronts that represented smaller subdivisions of land ownership. The pedestrian oriented buildings engaged with the street and did not have deep setbacks that relate more closely to development motivated by the automobile. Additionally, those buildings constructed before 1930 were constructed at a time when modern mortgages were unheard of. A smaller storefront was achievable for a small business owner, where larger properties were often out of financial reach. The resulting building mix reflects each owner's personality, as much as their business and the period it was constructed in.

Other types of buildings that resulted in a dense population were also included when they were integrated into, or on the fringe of, such commercial development; such as multi-family housing, churches, schools, and other non-residential facilities. Single-family residential housing was not considered because of its low density and auto-oriented development was excluded for its lack of streetcar association.

Initially, all buildings considered for inclusion dated from c. 1955 or earlier. Although the NRHP sets 50 years as a minimum age for nominated resources, 1967 was not considered an appropriate end date for this study because the streetcar system was discontinued in Omaha in 1955.

The map was then examined for clusters that met the criteria noted above. To be considered, an area had to contain more than a half block of adjoining commercial buildings. Buildings had to relate to one another and there could not be wide gaps between individual buildings. This ensured that there was enough density for the area to convey the feeling of association with the streetcar system. The survey team then utilized Google Maps Street View to virtually "drive" along all the streetcar routes in order to confirm that the clusters fit the outlined criteria. This resulted in the identification of 44 extant streetcar commercial areas, of which 34 contained buildings that had previously been identified during earlier research efforts.

4 City of Omaha Planning Department, Request for Proposals, Omaha Historic Building Intensive Level Survey, Historic Streetcar Context, 3.



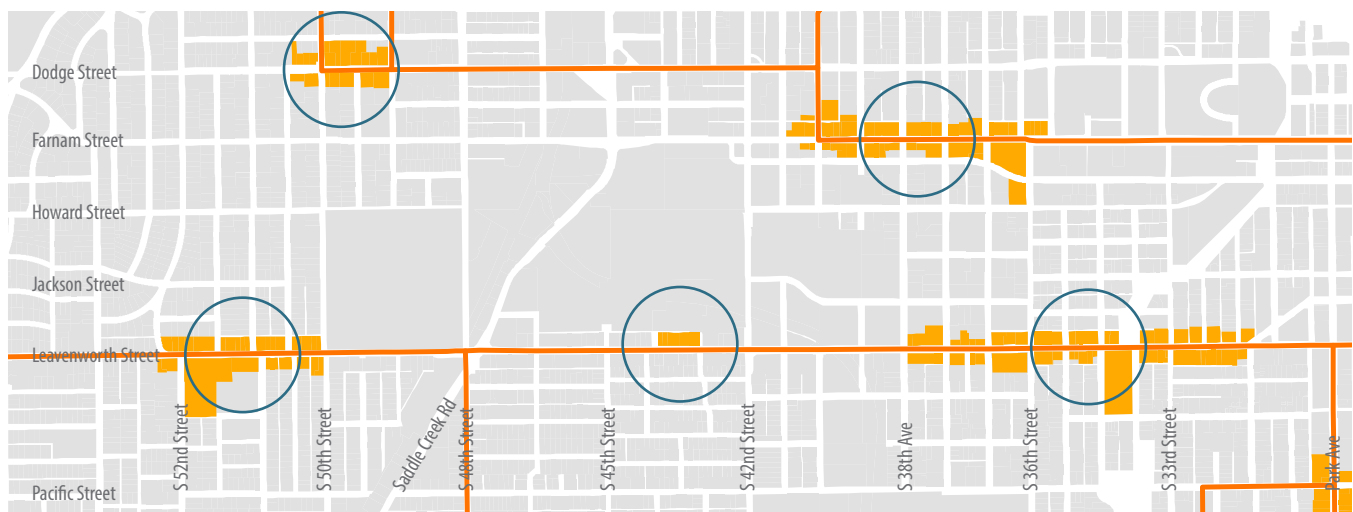
Streetcar ILS
Parcel Clusters

Outlining Boundaries of the Initial Clusters for Further Research

In this initial pass, the clusters were divided into nodes and corridors, describing the pattern of land development, but within these categories, the areas varied widely in the number of buildings included and in the pattern of extant development. A series of questions were developed to facilitate decisions about where the edges of a cluster were and to ensure that areas of different sizes were held to the same standards.

Some of the questions posed for each cluster group included: “Were gaps between individual buildings wider in some clusters?”; “Were there resources at two, three, or four corners of an intersection?”; “Was one side of a block filled with buildings and the other side sprinkled with smaller groupings of buildings?”; “Were both sides of a block full of buildings?”; and “Was the width of the street wider or narrower?” Answers to these questions helped to define the extent of an area – whether a building was considered too far away to be included in a cluster or not – and ensure that the feeling and association of the commercial cluster was present.

Maps for field work illustrated all of the identified commercial clusters in the survey area and named each area for ease of reference. Tables for analysis included existing information for historic properties outlined earlier, and added categories for physical form, historic property type, survey area name, building integrity, status (contributing or non-contributing), status reason, streetcar duration, and notes on each property’s current physical description.



Above: Enlarged area showing Streetcar ILS Parcel Clusters

FIELD WORK

Field work was completed in November and December 2016 and focused on both reviewing the areas in person to confirm the feeling and association with the streetcar system and substantiating the physical integrity of the properties. During field work, the resources were photographed both individually and as groups within the landscape, illustrating the connection between the buildings and the street, as well as the relationship between both sides of the street. Field Investigators also looked for any areas that may have been missed through the previous mapping process; none were found at the time of the on-site investigation.

A high level of physical integrity gives a resource authenticity by presenting its physical characteristics during its period of historic significance. According to the National Park Service, physical integrity is comprised of seven aspects: location, design, setting, materials, workmanship, feeling, and association. They are defined as follows:

1 • Location	The place where the historic resource was constructed or the place where a historic event occurred.
2 • Design	The combination of elements that create the form, plan, space, structure, and style of a resource.
3 • Setting	The physical environment of an historic resource.
4 • Materials	The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic resource.
5 • Workmanship	The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
6 • Feeling	A resource's expression of the aesthetic or historic sense of a particular period of time.
7 • Association	The direct link between an important historic event or person and an historic resource.

Losing one of the seven aspects of integrity does not mean that a resources has lost all integrity, but it is certainly diminished.

The aspects of location and setting were significant factors in this study. The resources still had to be able to convey an association with the former streetcar system. For example, in areas where the street was widened, the buildings along that street lost some integrity. Opposite this, the groups of buildings that have retained their relationship to the street, each other and the alleys behind them have maintained these aspects of integrity.

Integrity is also affected by changes to the original materials and features, such as the installation of modern siding materials like vinyl siding, or the replacement of original wood windows with modern aluminum windows. In some cases however, changes to a resource have been in place long enough to have gained historic significance. For example, asbestos siding was frequently installed between 1930 and 1970 and in many cases has been in place long enough to be considered historically significant.

Standards of integrity were applied most rigorously to commercial buildings due to the focus of these buildings within this study. Likewise, multi-family properties were held to a higher standard. On commercial properties, alterations to the first floor undertaken during the streetcar era, were expected and buildings were not discounted if the alterations were minor or had gained historic significance over time. Abandoned resources were included when they retained sufficient integrity, represented a unique property type, or possessed construction materials indigenous to the area.

Resources such as industrial sites with multiple buildings, structures, and objects were surveyed as a single entity in which the primary buildings, structures, or objects were required to meet the evaluation criteria previously set forth.

BIASES

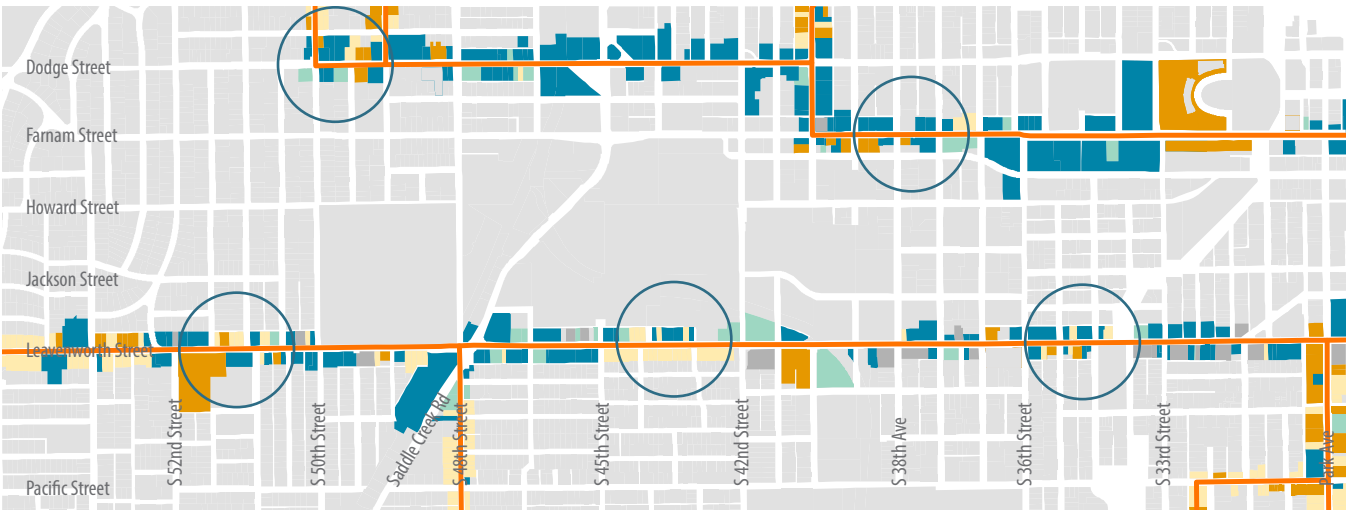
All survey work and research contains certain biases due to the nature of the work. By identifying these biases, it is easier to understand how the project progressed and how future projects might avoid such biases.

Because an Intensive Level Survey combines deeper research with visual observation of the resources from the public right-of-way, those resources with low physical integrity but high historic significance were more likely to be included in this study than in previous reconnaissance surveys. However, all resources did have to meet minimum standards of physical integrity. Most significantly, those commercial resources that had high physical and/or historic integrity, but which stood alone, rather than as a part of a cluster of other historic buildings, were not included in this study. As individual commercial buildings, most could not convey the feeling and association of an active streetcar system where local residents once stopped on their way home for groceries and other necessities.

As discussed in the Pre-Field Work section, the focus of this study was commercial development along the streetcar lines, single-family residences were not included as potentially contributing resources to this study. Multi-family residential was evaluated for potential inclusion because of its higher density, but only where it was adjacent to commercial properties. Other uses, such as churches and schools were included as they often contributed to the importance of the adjacent commercial center.

To evaluate the potential eligibility of parcels within each study area, the survey investigators initially used a construction cut-off date of 1955, earlier than the National Park Service's 50-year stipulation. This was done to align with the final year that the streetcar system existed in Omaha. Further historic research on individual streetcar lines provided dates for when each line was abandoned. Each survey area was then reviewed and resources built after the streetcar line was abandoned in that particular area were eliminated from the study. Thus the cut-off date for construction varies from study area to study area.

Initially, the construction dates for all parcels were gathered from the Douglas County Assessor. There were a small number of properties where there appeared to be a discrepancy between the dates from the Assessor and the visual appearance of the property, for example, a mid-century modern facade on a building dating from 1910. In these cases, additional research was performed to determine the correct date. Some had a significant facade renovation, while others may have been mistyped when the information was entered into the Assessor's database system. Additionally, in areas with previous primary research, such as the Jazz District (N04), dates from the Assessor were overridden with the research.



Above: Enlarged area showing Streetcar ILS Parcels Categorized

Key:

Residential - Single-Family

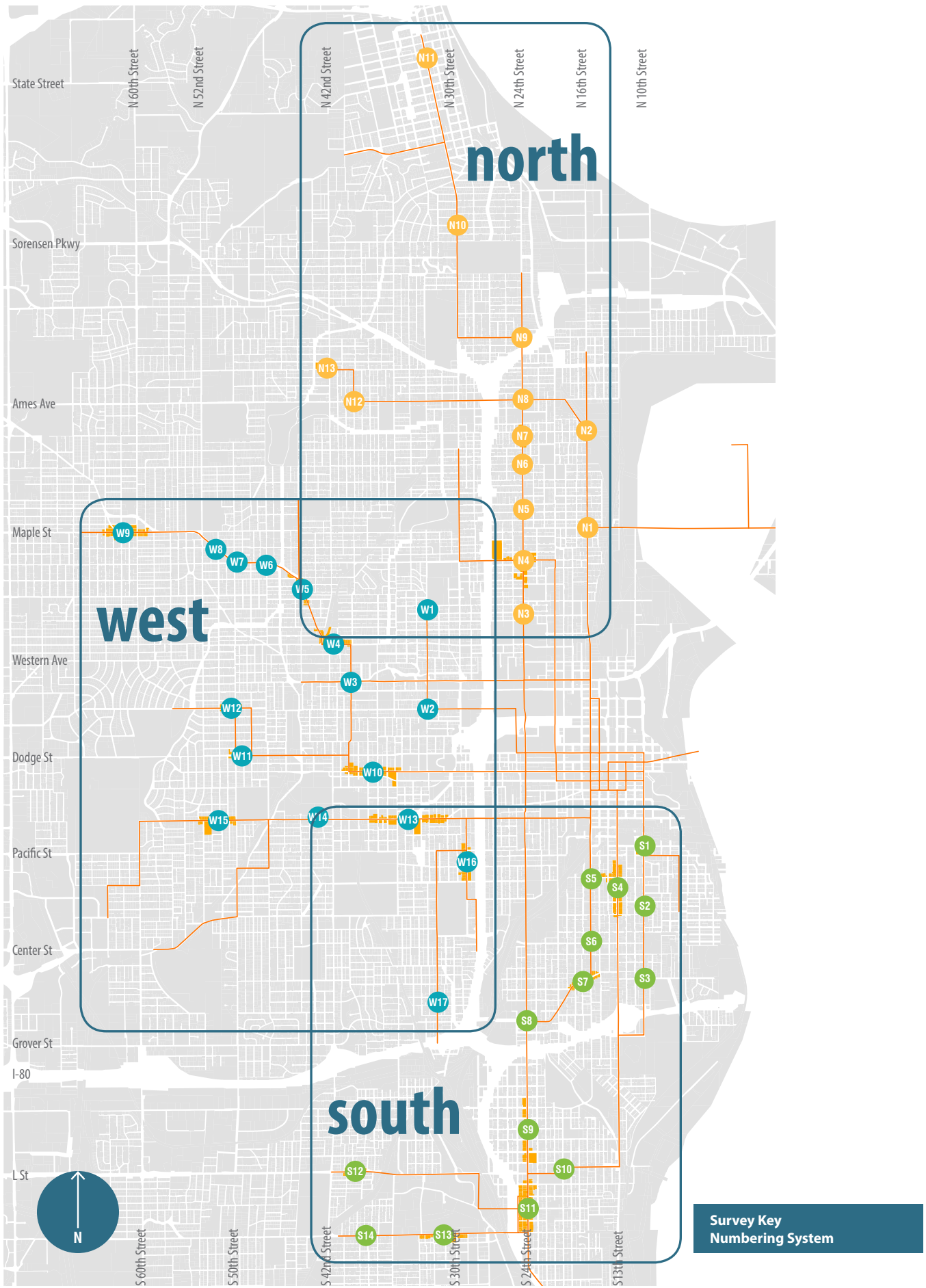
Residential - Multi-Family

Industrial

Commercial - Streetcar Era

Commercial - Automobile Era

Uncategorized



PUBLIC OUTREACH

To help overcome the biases of this survey, three neighborhood meetings were held in January 2017: January 11 at InCommon, 1340 Park Ave; January 18 at Bancroft Street Market, 2702 S 10th St; and January 24 at Miller Park Pavilion. The meetings were spread over time to allow the public several opportunities to attend. They were also spread over the survey area, so that at least one would be relatively close to work or home for interested individuals.

Meeting notifications were publicized through traditional channels as well as on Facebook and other social media. The public was invited to attend any or all three meetings. At each meeting the team explained the project and encouraged residents to share information about local buildings along the streetcar routes and properties associated with historic events or people with the survey team. In addition, field investigators provided contact information to ensure those who could not attend the meeting could still share their information with the survey team. In particular, public input was sought for buildings with historic significance that might have been otherwise overlooked.

SURVEY KEY NUMBERING SYSTEM

As the survey progressed, it became clear that large or small, each development area needed to be set in its historic context and compared to its own historic density for a true evaluation. Some areas had never been tightly developed while others held evidence, such as houses with commercial additions, that they had begun to turnover, but never fully evolved into dense commercial clusters.

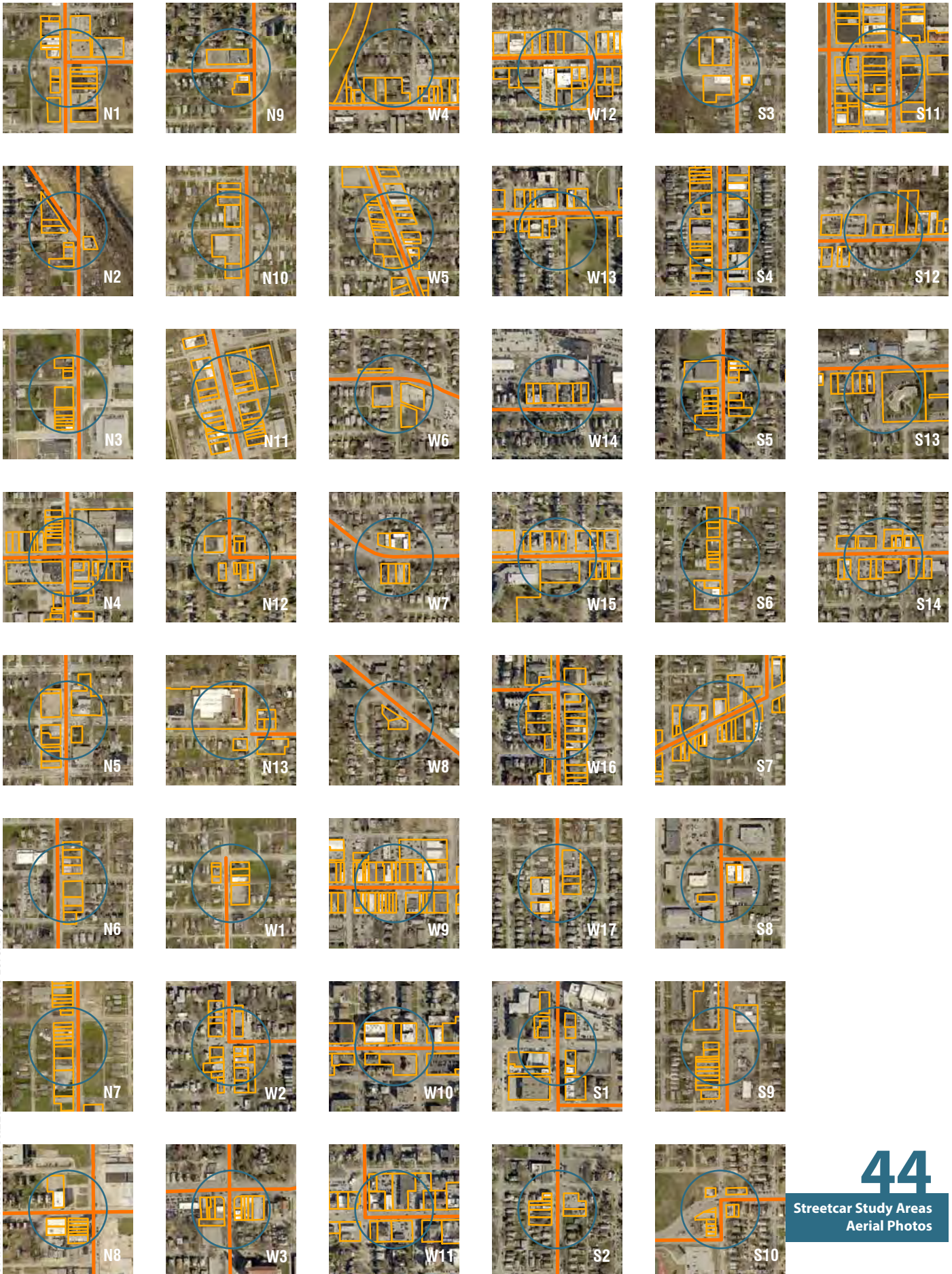
Historic research and physical analysis also began to illustrate that the geographic location along Omaha's individual streetcar lines influenced larger trends in the development of groups of clusters. These generally aligned with how the overall streetcar system radiated from the downtown core. Therefore, the areas were grouped into three separate zones to align with the historical development of Omaha overall, as well as tying into individual development patterns intrinsic to the north, west and south areas of the city: north, west, and south. Then, beginning with the easternmost line heading north out of the downtown area, commercial clusters were numbered along each streetcar line as they radiated out from the city center, i.e. N1, N2, N3. A similar approach was taken with the streetcar lines extending to survey areas west and south of the city core, i.e. W1, W2, W3, and S1, S2, S3.

POST-FIELD WORK

Historic Research

Further research undertaken during and after field work provided a better understanding of the overall development of Omaha's streetcar system. Such research focused on the evolution of streetcar technologies used early in Omaha's history and the physical expansion of the streetcar lines themselves as new tracks radiated outward from the city's central core. To identify a context for physical development in each individual area, a closer study of each streetcar line during its era of operation was undertaken. Such research helped to identify events, changes in technology and other historical parameters that impacted the evolution of this transportation mode. Additionally, this research helped facilitate a better understanding of how differently each area was impacted by the overall development of Omaha's streetcars.

Photographic and cartographic research materials were used to build the historic context, in addition to Richard Orr's detailed text and maps. Other research materials from city, county and state's research libraries were also utilized, along with materials discussing the broad history of streetcar development in the United States.



44

Streetcar Study Areas
Aerial Photos

Database Development

After fieldwork, the database was refined. Entries for previously surveyed resources were updated to meet today’s NeHRSI standards, including correcting and adding addresses where applicable and noting changes to the resource’s integrity. In some cases, shapefiles had been combined by the Assessor’s office due to present-day common ownership. When the history of the property identified these as separate buildings, they were separated. When identified as additions, the shapefile was left intact.

The following categories were then populated for all contributing buildings in the survey:

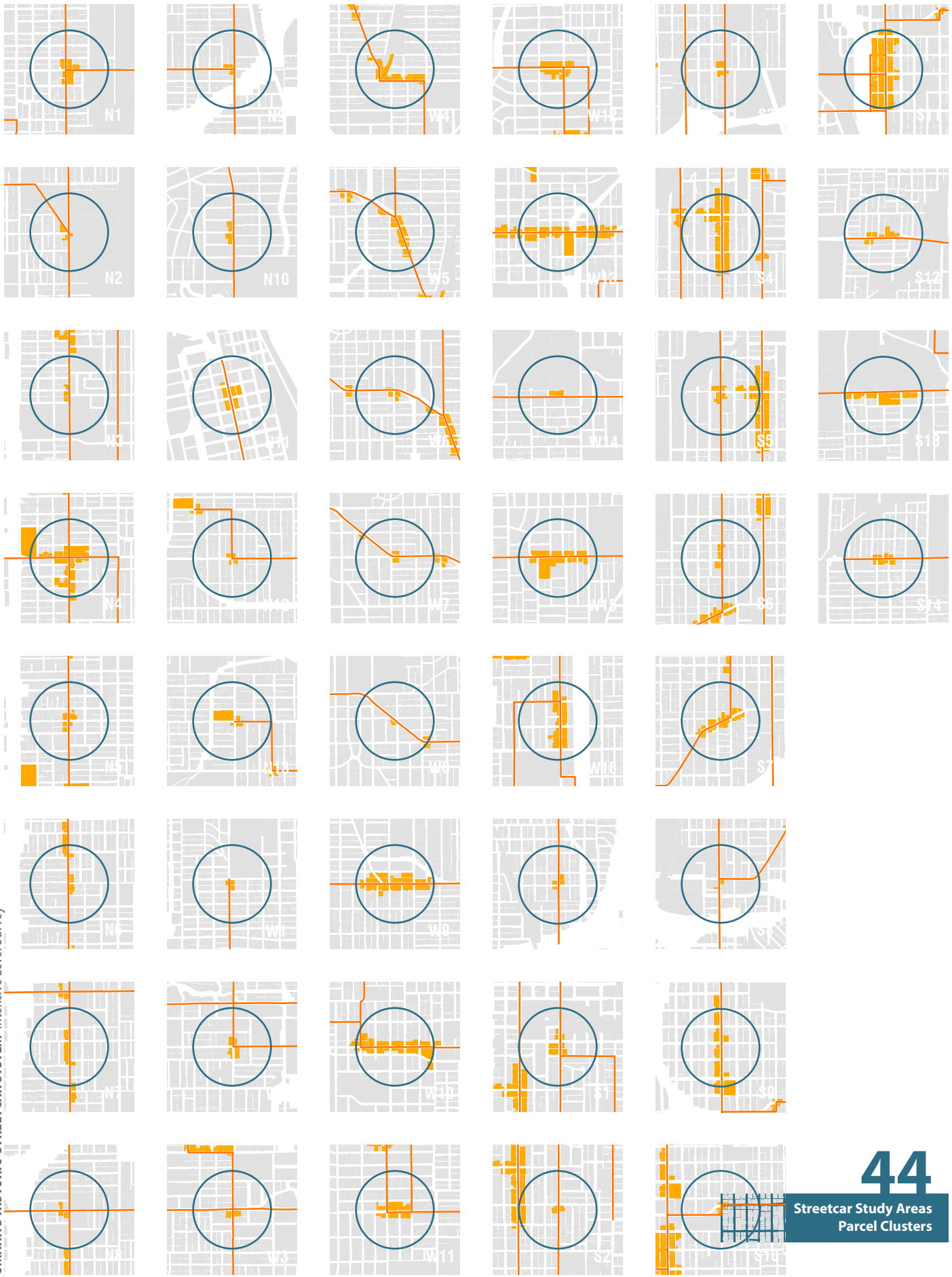
- 1 • Physical Form
- 2 • Historic Property Type
- 3 • Survey Area Name
- 4 • Building Integrity
- 5 • Status (Contributing or Non-contributing)
- 6 • Status Reason
- 7 • Streetcar Duration
- 8 • Current Physical Description

This data file was then rejoined with the City’s shapefile and mapped for analysis, including the maps of contributing properties found in the analysis section of this book, as well as maps of building height, construction dates, and historic uses.

Resources in this survey were assigned one of four levels of integrity according to their potential to be contributing to a streetcar related historic district as follows:

- | | |
|---------------|--|
| NA | Resources in this classification were generally built after the streetcar was abandoned in an area or were automobile related, such as gas stations or repair shops, or were single family residences. |
| Low | These buildings were constructed within the streetcar era, but had lost significant integrity and could no longer be associated with the streetcar system. They included buildings that were completely re-sided in modern materials, or those with significant modern additions. |
| Medium | These buildings were constructed within the streetcar era and maintained sufficient integrity so they could still be associated with the streetcar system. They included buildings that were substantially altered within the streetcar era, such as a 1940 storefront remodel on a one-story 1910 building. |
| High | These buildings were constructed within the streetcar era and maintained significant integrity so they could still be associated with the streetcar system. These were often minimally altered from their original construction. Some may even be individually eligible for listing. |

Those in the “NA” and “Low” categories were considered non-contributing. Those in the “Medium” and “High” categories were considered contributing and would form the core of any potential historic district developed with a streetcar context.



44

Streetcar Study Areas
Parcel Clusters

Cluster Analysis

The information in the database and on the maps generated from it, was then laid out and analyzed for each study area. For each cluster, a layer of land development information was added that included right-of-way width for the streetcar route, alley analysis, average block length along the streetcar line, and an evaluation of the lot grain and orientation. This provided an understanding of the backbone under each development.

The development activity in each area was then analyzed by reviewing the extant and non-extant buildings in each group. For each area, information was pooled to identify a construction boom, typical historic and modern uses, and historic neighborhood draw, a view of their development and current condition, and several other common characteristics. This allowed the investigators to see patterns within each area.

Finally, each area was evaluated as a whole for its level of integrity and historic significance. After reviewing its current preservation and planning status, a preservation and planning goal was proposed for each area.

Due to the nature of this study, resource clusters were evaluated only for their potential to be listed as contributing to some level of group historic designation; an historic district in the National Register of Historic Places (NRHP), a local Landmark Heritage District (LHD) or a Neighborhood Conservation/Enhancement (NCE) overlay district. Resources were not identified for individual designation. The work of previous and future reconnaissance surveys in these areas addressed or will address this need.

All three levels of group designation follow the NRHP designation guidelines. The NRHP is the official list of the United States' historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. Included in this survey are buildings with sufficient integrity and that are significant under criteria A, B or C as follows:

Criterion A	Buildings that are associated with events that have made a significant contribution to the broad patterns of our history; or
Criterion B	Buildings that are associated with the lives of significant persons in or the past; or
Criterion C	Buildings that embody the distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.

See Chapter 3 for an in-depth discussion of the cluster analysis process and analysis for each area.



N1



N9



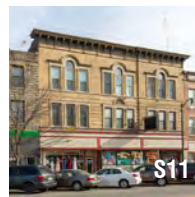
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W12



S3



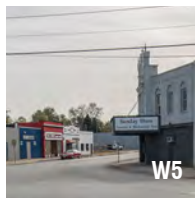
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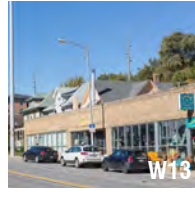
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N10



W5



W13



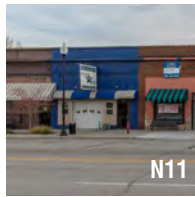
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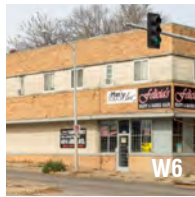
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N3



N11



W6



W14



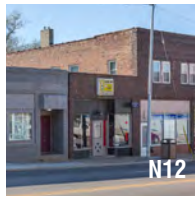
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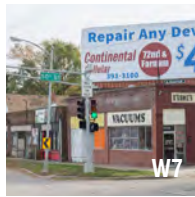
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N4



N12



W7



W15



S6



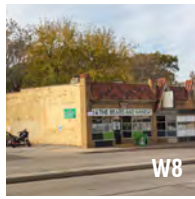
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N5



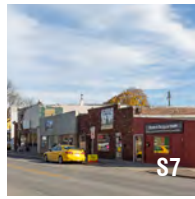
N13



W8



W16



S7



N6



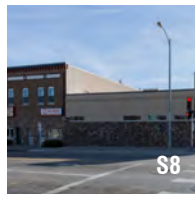
W1



W9



W17



S8



N7



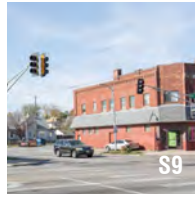
W2



W10



S1



S9



N8



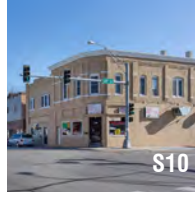
W3



W11



S2



S10

44

Streetcar Study Areas
Photographs

END PRODUCTS

Photos

After field work, photos were downloaded and organized according to the area they represented. Unlike other surveys, which photograph buildings individually, the importance of this study was what the resources represented as a whole. Therefore most photographs were of groups of buildings within their neighborhood setting.

Database

A copy of the database for this project, including active and inactive resources in each study area and all categories of information collected as a part of this study were turned over to the city planning office along with the associated GIS shapefiles.

Report

Finally, the findings of the survey were compiled into this report. An historic overview of the study area summarized the broad patterns of development along the streetcar system. Separate historic discussions were provided for each cluster of commercial development. Similarly, an overview of common results was provided at the beginning of the analysis, along with the specific analysis for each cluster. Recommendations were provided for individual areas. Finally, an appendix lists active resources in this study.

All three deliverables were copied onto flash drives for distribution to the NeSHPO and Omaha City Planning Department with hard copies of the completed survey report.



CHAPTER 2: HISTORIC CONTEXT

Overview of Omaha's Streetcar History

With the passage of the Kansas-Nebraska Act in May of 1854, the territories of Kansas and Nebraska were officially opened for Euro-American settlement. On July 4th of the same year the story of Omaha's founding began with a celebratory picnic on the site of the future city. By the time the settlement was officially granted a Charter of Incorporation by the territorial legislature in 1857; the population of the community had grown to 1,500 residents. The national panic of 1857 and the following economic depression slowed rampant land speculation, and by 1860 the city's population had only grown to 1,883 residents.

In 1862, President Abraham Lincoln signed the Pacific Railway Act into law and during the following year the eastern terminus of the transcontinental railroad was established. A groundbreaking ceremony for the railroad was held by the Union Pacific Railroad the following year and the first track was laid in Omaha on the banks of the Missouri River. The track was complete to Fremont, a settlement 33 miles northwest, by December of 1865. Omaha was on the cusp of great progress.

During the same year that Nebraska became the 37th state in the Union, 1867, the Omaha Horse Railway Company was granted a 50-year franchise to build and operate a street railway for the city of Omaha.¹ A year later, construction began on the horse-drawn railway along Farnam Street (300 south) near South 9th Street. By January of the following year, horses pulled streetcars along one mile of iron track laid on six-foot wide, white oak ties spaced three feet apart.² The railway operated a little over two-and-a-half miles of track by December of 1870. It extended from the intersection at South 9th and Jones (700 south) Streets to Farnam Street (300 south). The tracks then were laid west on Farnam Street to South 15th Street. The tracks turned north at South 15th Street and went north to Capitol Avenue (200 north). From Capitol Avenue, the tracks turned west to North 18th Street. A North 18th Streets the tracks turned north to Cass Street (500 north). At Cass Street, the tracks were laid west for two blocks and turned at North 20th Street. At that point along North 20th Street, tracks were laid north to Cumming Street (900 north).

Despite the grasshopper plagues that devastated much of the state in 1874 and 1875 that resulted in an economic depression, Omaha continued to grow. Expansion of the horse-drawn streetcar system expanded to include a total of five miles of track by 1875 extending as far north as Ohio Street (2600 north), west to 24th Street and south to Leavenworth Street (800 south).³ Further expansions from Farnam Street (300 south) and South 15th Street along St. Mary's Avenue (500 south) down to Hanscom Park at Woolworth (1500 south) and Park Avenues were completed by 1882, although much of the land west of South 24th Street was rural in character.⁴



Left: Omaha Horse Railway's early streetcar is westbound west of 11th and Farnam Streets. Photography by W.H. Jackson from the Union Pacific Railroad Museum collection. Right: Horse-drawn streetcar around 1882, possibly on 24th Street (note the curved sign lettering "20th & Saunders St." a route on the Red Line. From the Union Pacific Railroad Museum collection

- 1 Richard Orr, O & CB: Streetcars of Omaha and Council Bluffs (Omaha, NE: Self-published, 1996), 3.
- 2 Orr, 6.
- 3 Orr, 21.
- 4 Orr, 32.

With the success of cable cars in places like San Francisco (starting in 1873) and Chicago (starting in 1882), there came a push for a better means of operating streetcars. Horse-drawn streetcars were considered problematic primarily because they relied on animal power. Horses, at times, were temperamental. They could work for only so many hours on a given day and costs associated with housing, grooming, feeding and disposing of the manure paid by the streetcar company were passed on to the consumer. Unlike horse-drawn streetcars, cable cars did not use animal power nor an engine or a motor on the individual car. Instead power came from a centralized powerhouse where steam-powered engines drove massive winding wheels that pulled the cable. Each cable car had a grip mechanism inside the car that reached through the floor and into a continuous slot in the street to grab onto the “always-moving endless wire cable beneath the street level.”⁵ Centered on the continuous slot in the street was a trapezoidal-shaped trench (six-foot-wide at the top and three-foot-wide at the bottom) dug four-foot-deep into the street. Into this trench, iron frames held the cable pulleys and supported the two rails above in the street. The frame and rails were encased in concrete creating a tunnel just below the street level through which the cable ran.

In 1883, the forerunner of Cable Tramway Company filed articles of incorporation to build cable car lines in Omaha. The following year the city voted to allow a cable railway franchise to begin building and within three years excavating and tracklaying of the cable car lines began.



Above: 1889. Cable Car No. 10 travels along South 10th Street. The Paxton & Gallagher building was located at the southeast corner of South 10th & Jones Streets. Note the horse car tracks in the center of the street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF14-302B.

During this period, the Omaha Horse Railway was still operating and building extensions to the horse-drawn streetcar line. By 1885, the company had also completed a new line from Webster Street (700 north) to Vinton Street (3200 south) along South 13th Street. Two years later it was operating cars along the Farnam Street addition running west to South 28th Street and south to Leavenworth Street.

Omaha's first cable car, operated by the Cable Tramway Company, made its initial trip in December of 1887 leaving the carbarn and powerhouse at South 20th Street and Harney Street (400 south). By the end of the year the Cable Tramway Company had completed approximately two miles of track stretching along Dodge, Farnam, South 10th and South 20th Streets.

By the close of 1887 several new street railway companies were either organizing or beginning construction. One such company was the Benson Motor Railway which began running steam powered motor cars. The motor cars ran along a street railway and were described as resembling a locomotive cab with open sides and a smokestack in the middle. The cars ran from the termination of the Omaha Horse Railway at North 36th and Cuming Streets (900 north) to North 60th and Maple Streets (2900 north), connecting the city and Erastus Benson's new addition a few miles northwest of Omaha.⁶

Electrified locomotion also began to emerge as a means of public transportation. Inventors such as Thomas Davenport, Werner von Siemens, Charles J. Van Depoele, Leo Daft and Frank J. Sprague had been developing methods of electrified locomotion as early as 1874. Eventually a system of power plants, electrified overhead wires and spring-loaded poles mounted on the roof of each car developed. The power plants generated electricity to power the overhead wires. Electrical current from the overhead wires then transferred to the pole and then the streetcar motor.

Announcements that electrified streetcars would operate on a new wagon bridge being constructed across the Missouri River connecting Broadway Avenue in Council Bluffs to Douglas Street in Omaha were made in mid-1888.⁷ The railroad had built its first bridge across the river in 1872. By the end of October, the work was complete and the wagon bridge, with its electrified streetcars, was officially open. An opening celebration was held on October 30th with ringing bells, whistles, speeches given by the governors of Iowa and Nebraska and mayors of Omaha and Council Bluffs. Fireworks also entertained the crowd estimated at 35,000 people.⁸



Above: 1888. The new Council Bluffs and Omaha Motor, Wagon and Foot Bridge. Looking west from Council Bluffs, Iowa across the Missouri River towards Omaha, Nebraska. Illustration by D.C. Dunbar & Company, Engravers, Omaha. (A Bond of Union: The New Council Bluffs and Omaha Railroad, Street Car and Wagon Bridge 1888).

6 Orr, 56. Erastus Benson is considered the founder of Benson, an early settlement outside of Omaha. It was later annexed by the city of Omaha.
7 Orr, 65.
8 The Council Bluffs Daily Nonpareil, "A Bond of Union: The New Council Bluffs and Omaha Railroad, Street Car and Wagon Bridge," October 31, 1888: 1.

Although the opening of the bridge was an event to be celebrated, electrified streetcars that crossed from Council Bluffs stopped in Omaha at the intersection of Douglas and 9th Streets and then went back over the bridge to Council Bluffs.⁹ Despite the installation of poles to support electric wires above on some Omaha streets, an electrified loop was not yet operating in Omaha. Because the Omaha Horse Railway Company claimed its original charter gave them exclusive right to occupy streets where they already had tracks, the history of the city's streetcar lines was complicated, and had been from the beginning. With so many different companies vying for permission to lay streetcar lines in Omaha, court cases, injunctions and counter injunctions were common. There are many colorful stories of companies laying track at night while their competitors slept. Such controversies delayed the construction of streetcar tracks for all parties involved and could be one reason Omaha was delayed in constructing an electrified loop.

In January of 1889, the Omaha Horse Railway and the Omaha Cable Tramway merged to become the Omaha Street Railway, Omaha's largest railway company operating nine miles of cable line and 27 miles of horse track.¹⁰ The move not only merged the two companies, but also merged different means of streetcar transportation, the horse-drawn and the cable car. The new company's greatest rival at the time was the Omaha Motor Railway. The motor company owned 10 miles of track to be utilized by electrified streetcars and were working to install the overhead wire, as well as to build the necessary power plants, to power their cars.

Throughout the first half of 1889, streetcar companies continued to lay new track. Some began setting poles along their existing horsecar tracks with plans of converting to electricity. Although a short section of wire, strung on poles along Douglas Street to 13th Street, was powering an intermittent route off the wagon bridge, it was not until July 20th that an electrified streetcar officially operated in Omaha.¹¹ The Omaha Motor Railway's electrified streetcar made a round trip from the new power house at North 22nd and Nicholas Streets in Omaha to a carhouse at 28th Street and Avenue A in Council Bluffs. The following day, cars ran from the Omaha power house to the end of the line near North 40th and Cuming Streets, traversed the downtown loop and then returned to North 40th and Cuming Streets. Electrified streetcars were officially established in Omaha, when just three months later, the Omaha Street Railway successfully ran its electrified streetcar to Hanscom Park.



Above: 1890. Omaha Street Railway's electrified streetcar (note the pole extending from the roof of the car). Photograph taken near Creighton University at North 25th and California Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6153-866A.

9 Electrified streetcars began operating in Council Bluffs just before the new wagon bridge opened in October of 1888. The double track for electric cars was first laid along Avenue A and Broadway.

10 Orr, 74.

11 Orr, 83.

Shortly after the October run, Omaha Street Railway consolidated with the Omaha Motor Railway Company. Other companies, such as the Benson Street Railway and Metropolitan Cable Railway still served certain areas of the city.¹² The following years included extensions of track and overhead wire along with construction of additional power plants to support the expanding systems. Construction of street viaducts and cutting down the dramatic slope of some of Omaha's streets further impacted transportation routes throughout the city.

On January 9, 1895, Omaha's remaining cable car line was removed from service, "having been in use just a few days longer than seven years."¹³ This was typical throughout the United States as electrification became the desired streetcar model. During the same year, horse-drawn streetcars also made their final run. By 1898, the year of Omaha's Trans-Mississippi and International Exposition, there were four street railway companies operating in Omaha as mentioned in Poor's Manual of Street Railways, a compilation of financial and operational information documenting streetcars throughout the country. The manual listed 104 miles of track, with Omaha Street Railway operating 91% of those miles.¹⁴

The following years witnessed continued construction of new electrified streetcar lines, rebuilding of existing track, and company consolidation. In 1902, the combination of all electric railways within the city created the Omaha and Council Bluffs Street Railway. The entity was financed by several eastern capitalists. Board members were from New York, Pennsylvania, and Indianapolis. Board officers included many old members of the preceding Omaha and Council Bluffs entities.¹⁵



Above: August 4, 1951. Crosstown Car 909 at South 24th and Leavenworth Streets heading south towards South Omaha. Photography by Richard Orr.

¹² Metropolitan Cable Railway never ran a cable road as intended. Instead it operated electric streetcar lines to Dundee Place.

¹³ Orr, 120.

¹⁴ Henry Varnum Poor was a financial analyst and founded H.V. and H.W. Poor Company, which later became known as Standard & Poor's. The current company publishes financial research and analysis on stock, bonds and commodities.

¹⁵ Orr, 155-156.

By 1906 much of Omaha's streetcar line routes were established. The following decades saw the continued expansion of the streetcars in Omaha and Council Bluffs under the leadership of the Omaha and Council Bluffs Street Railway. Line extensions were laid and additional power plants were constructed including carhouses to house the added trolley cars. As identified by streetcar historians, 1927 was the height of the rail system in Omaha. In the subsequent five years, few new extensions were added and the system flourished. After that time, automobile usage began to impact public transportation and streetcars were quickly replaced with buses. As early as 1925, buses were being used to supplement Omaha's streetcars or to reach areas not previously served by them. During the late 1920s and throughout the 1930s, more streetcars were being replaced by buses; buses were more economical to operate.

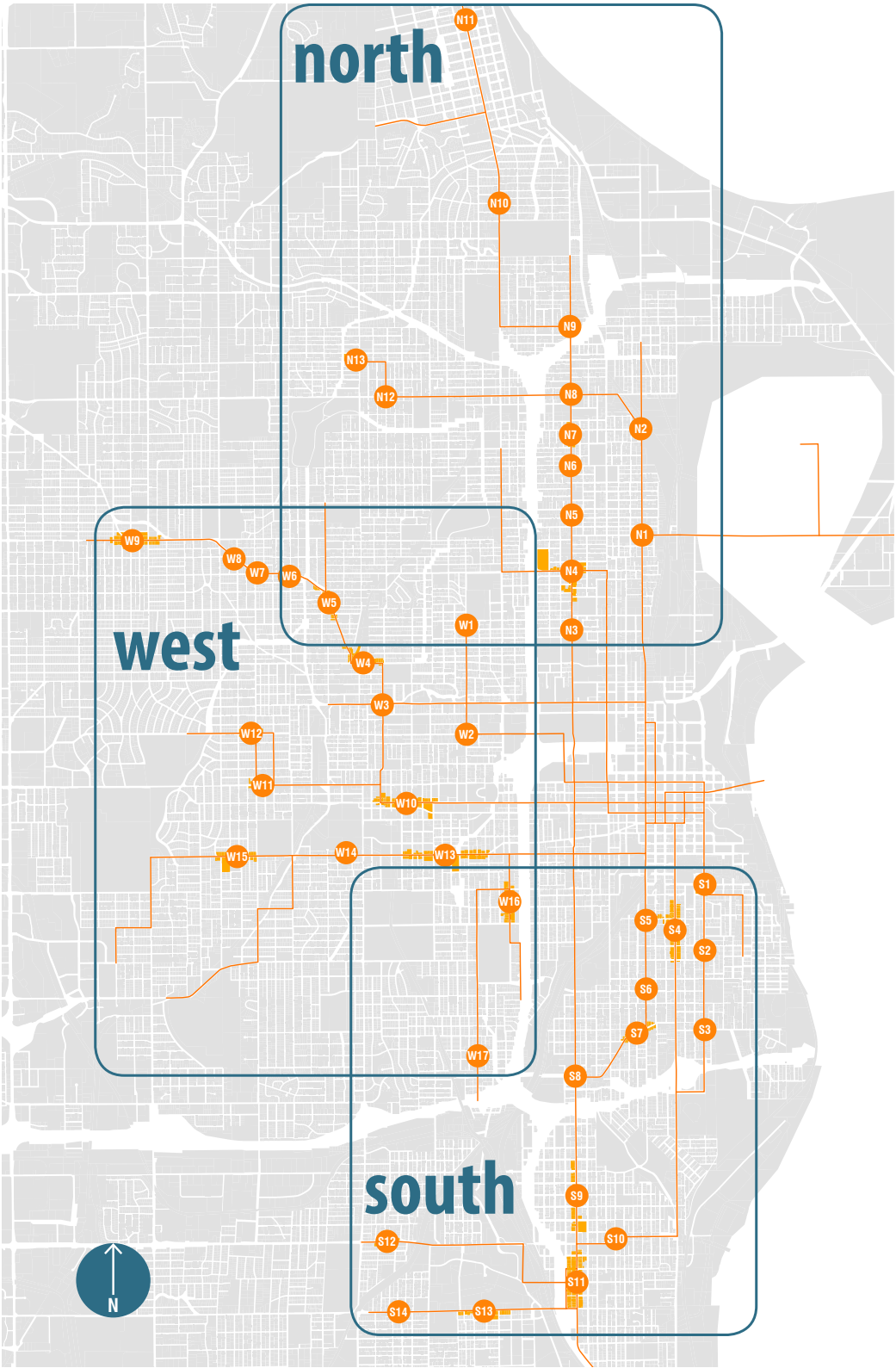
In 1955, Omaha's last streetcar took its ceremonial final run. There are few remnants of the streetcar system that once connected the growing city of Omaha. One such tribute is a restored streetcar, Car 1014, that remains a favorite attraction at Omaha's Durham Museum. The overhead wires are gone, as are almost all the associated streetcar poles that once stood along Omaha's roadways. The tracks have either been removed or covered with asphalt and/or concrete. The few areas where tracks can still be seen are relics of a bygone era in Omaha's growth and development.



Upper Left: On March 3, 1955, Car 1011 made the last ceremonial trip in Omaha. Photography by William W. Kratville. Lower Left: Officials being interviewed before the final trip of car 1011, marking the last time the streetcars ran in Omaha. Photography by William W. Kratville. Right: Streetcar track remnants at North 29th and Lake Streets. March 23, 2017. APMA.

Individual Streetcar Nodes and Corridors

For the purposes of the report, the city has been divided into three different zones; north, west and south with the Missouri River being the eastern boundary. The historic context discussion will be addressed in accordance with each zone.



NORTH

The northern zone of the city is comprised of diverse neighborhoods and a variety of commercial and industrial districts. Commercial districts along North 16th Street (south of Binney Street), North 24th Street and portions of North 30th Street serve residents living in surrounding multi-family, vernacular single-family and high style homes. Industrial development exists along the historic Omaha Belt Line Railroad corridor and near downtown.¹⁶



¹⁶ The Belt Line Railroad initiated from a depot at 15th and Webster, along 16th Street to Boyd Street and west to 31st Avenue, then traveled southwest through the city.

North 16th Street

In 1876 the Omaha Horse Railway began building a horse-drawn streetcar line along North 16th Street from Capitol Avenue (200 north) to Icard Street (1000 north). Twelve years later the line along North 16th Street had only been extended one block north. By March of 1889 a competing company, Omaha Motor Railway, had laid tracks a block to the east on North 17th Street from Capitol Avenue to Clark Street (1800 north).¹⁷ At this time, the company also began laying track along North 16th Street between Clark and Grace Streets (2000 north). Known as Sherman Avenue, acreages for wealthy Omahans dotted the terrace along and to the west of North 16th Street. These homes had a beautiful view of the Missouri River before the Missouri River changed course in 1877 forming Cut-Off Lake (today's Carter Lake).¹⁸ With the change, these estates were no longer river front properties.

Property owners of these estates had a reserve clause in the motor franchise that required a three-fifths agreement before any track could be laid. This agreement had not been met when construction began on the new track along Sherman Avenue. With the change in river a decade prior and the dramatic population growth Omaha experienced between 1880 and 1890, the pressure to develop these estates had already been realized by many land owners. Shortly after construction was halted, the necessary number of property owners approved construction. The line was completed along North 16th from Clark Street to Commercial Avenue (4100 north) in 1889.

As old mansions along North 16th Street were torn down or subdivided, multi-family housing became predominant along this thoroughfare after the turn of the century.¹⁹ By 1922, the Omaha City Council approved abandoning the streetcar line along North 17th Street from Cass (500 north) to Clark Streets and using North 16th Street instead, making it a more efficient line. By 1926 the North 16th Street corridor was the second longest north-south route in the city, extending north from Vinton Street (3200 south) to Browne Street (5100 north).



Right: 1878. Omaha map published by Geo P Bemis. Omaha Public Library. Note how the Missouri River changed course during the 1877 flood.

17 The original line ran to Grace Street (2000 north), but track construction later that year turned east to North 16th Street along Clark Street (1800 north). Orr, 76-77.

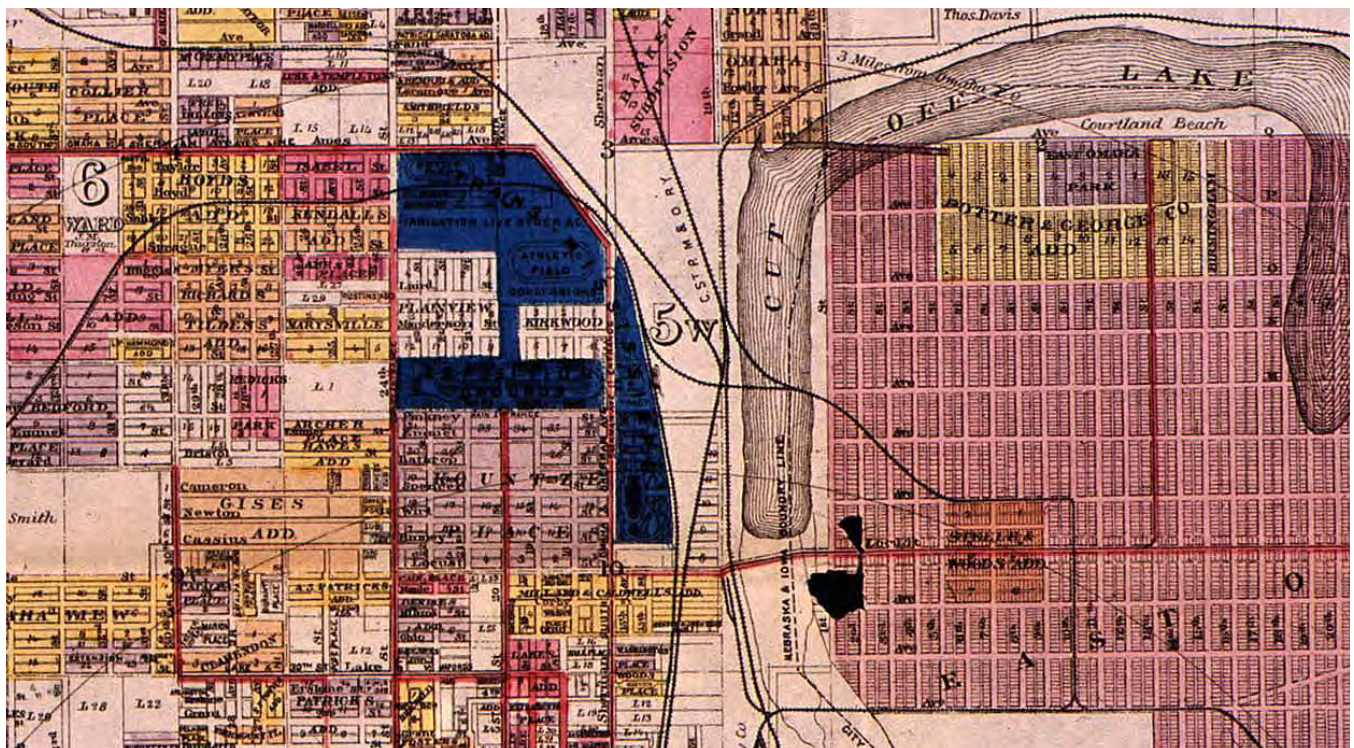
18 "The Missouri River changed its course during an ice jam in 1877 that dug a new river channel near Saratoga Bend. When the waters shifted, a crescent-shaped body of water called Cut-Off Lake was all that remained of the river's previous channel." John Schreier, "Carter Lake's Colorful, Confusing History," The Daily Nonpareil, August 27, 2012, http://www.nonpareilonline.com/news/carter-lakes-colorfulconfusinghistory/article_45d603ec-338f-5a45-9bb9-1843542ae556.html.

19 Large estates along North 16th Street were constructed in the 1870s when the road overlooked the Missouri River below. After the river changed its course in 1877, the flat plain below took on a more industrial character. The steam and smoke detracted from the picturesque estates.



In 1868, the first addition in this area was platted by Ezra Millard and Smith Caldwell as Millard and Caldwell's Addition. The addition extended two blocks south of Locust Street (2900 north) and approximately six blocks west from the Missouri River's edge. Eighteen years later, Herman Kountze platted Kountze Place in the area north of Locust Street. Although plans had been made to lay streetcar track to these areas as early as 1873, they did not become a reality until a streetcar line was laid on North 16th Street in 1889. Omaha held one of its most storied events, the 1889 Trans-Mississippi and International Exposition, during the same year. The event was attended by an estimated 2.6 million people and the North 16th Street line transported some attendees during the fair's five-month duration. Entrance to the Midway was situated at North 16th and Locust Streets, while the Grand Court was located further north, between North 16th, North 24th, Pinkney and Pratt Streets.

Two years prior to the construction of streetcar tracks along North 16th Street, the establishment of the East Omaha Land Company would become a factor in the development of the commercial area near North 16th and Locust Streets. To the east of North 16th Street, the level lowlands were dramatically altered by the Missouri River's course change in 1877. By the late 1880s, the developers of East Omaha (the area now known as Carter Lake) began working to connect their new development with Omaha, South Omaha and Council Bluffs by constructing streetcar and railroad lines. In 1893, a railroad bridge was constructed across the Missouri River, which was later leased by the Illinois Central Railroad.²⁰ Although the area did not become the industrial center South Omaha did, it was home to many industrial firms. To provide for new workers in the area, many homes and a school were also constructed. In addition to the railroad, Locust Street became an arterial connection, between East Omaha and Omaha.



Above: 1897. Map of Omaha and East Omaha. Trans Mississippi Publishing Company. Omaha Public Library. Note the arrow indicating the intersection of North 16th and Locust Streets. Locust Street extends to the east (right hand side) and is the major arterial connecting East Omaha on the right and Omaha on the left.

²⁰ Lawrence Larsen, et al., *Upstream Metropolis: An Urban Biography of Omaha and Council Bluffs* (Lincoln, NE: University of Nebraska Press, 2007), 119.

By 1890, lots along North 16th Street between Locust and Binney Streets were still vacant, while several homes and one commercial building had been constructed to the south between Corby and Locust Streets. In 1891, an electrified streetcar line was constructed by the Interstate Bridge & Street Railway Company. Referred to as the East Omaha line, this route extended along Locust Street from North 16th Street in Omaha to East Omaha's 28th Street. The streetcar route from Omaha to East Omaha descended the steep grade just east of North 16th Street and headed to the lowlands of East Omaha closer to the Missouri River. At that time, East Omaha boasted nine factories where as many as 400 men were employed.²¹ The streetcar line became so important to workers living in other parts of Omaha, riders boycotted the line protesting an inadequate number of cars being used to transport them to and from work shortly after the line opened. Estimated participants in the boycott numbered 250.²²



Left: March 26, 1935. Lakeside Billiards (2823 North 16th Street) and B & R Food Center (2821 North 16th Street). From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF894-100. Right: November 6, 1948. The Corby Theater at 2801 North 16th Street (Historically 2803 North 16th Street). From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6369-006.

Given all the surrounding development, by 1918 the character of the block south of North 16th and Locust had changed considerably with the construction of several commercial buildings south of Locust Street. The block north of Locust Street remained undeveloped, until, by 1934, the entire area was primarily commercial except for one residence and a few empty lots. Businesses in the area included drug stores, printers, feed stores, restaurants and saloons such Lakeside Billiards (2823 North 16th Street), grocery stores such as B & R Food Center (2821 North 16th Street), the Corby Theater (2801 North 16th Street) and even a few small factories.

In 1931, the electrified streetcar line to East Omaha/Carter Lake was converted to buses. Streetcar service along North 16th Street was abandoned in 1951. Today, North 16th from Corby to Binney Streets has changed considerably. Many commercial buildings have been boarded up and some have been torn down. A large parking lot serving a suburban style grocery store was constructed in the late 1960s on the northeast corner of North 16th and Locust Streets.

21 Orr, 116.

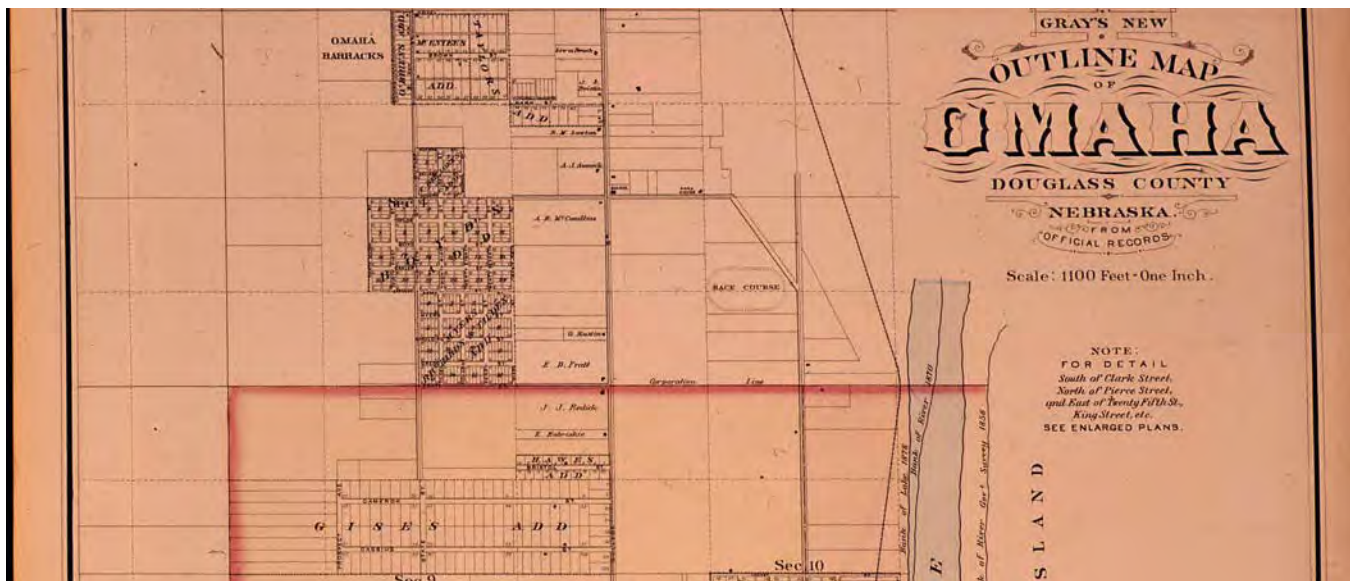
22 Orr, 109.



By the mid to late 1880s, the Chicago, St. Paul, Minneapolis, & Omaha Railroad and the Omaha Belt Railway were operating on tracks located along the flat land between the base of the bluffs on the east side of North 16th Street and the Missouri River.²³ North 16th Street was also an established electrified streetcar route by 1889. During the same year, tracks and overhead wires were installed along Commercial Avenue to a carhouse just north of the Oak Chatham station at North 22nd Street.²⁴ The area was once a part of Saratoga, a little town midway between Omaha and Florence founded in 1856.²⁵

In 1858, the Douglas County Agricultural Society organized and held its first fair on land bounded by North 16th Street, North 20th Street (Florence Avenue), and Laird (3900 north) and Boyd (4300 north) Streets. By 1875 the society had merged into the Omaha Driving Park Association.²⁶ The association continued to host events including the Douglas County Fair, the Nebraska State Fair, and sporadically, wild west shows and races. During the 1898 Trans-Mississippi and International Exposition, the land was part of the 184-acre exposition grounds. Despite its success, the area was platted in 1906 for sale as residential and commercial lots, while the driving association moved further west of Omaha.

By 1918, since the area was already bounded on the north and east by streetcar lines, commercial enterprises sprang up along Commercial Avenue and North 16th Street.²⁷ The Omaha Railway motor barn, located on the north side of Commercial Avenue, had been replaced with a cement block factory. Residential buildings, facing the side streets of Laird, Sprague, and North 17th Streets and part of the Boulevard Park neighborhood, were built during the following years.



Above: 1878. Gray's New Outline Map of Omaha, Douglas County Nebraska. Omaha Public Library. Corporation line (shaded in red) shown on this map follows the line of Pratt Street (3700 north). The Omaha Driving Park is indicated as "Race Course" where Commercial Avenue (4100 north) angles. Lake and Island at right hand side refer to the results of the Missouri River's 1877 course changes. The "Island" area is now known as Carter Lake, Iowa.

23 The Omaha Belt Railway operated through South Omaha, east of North 16th Street to Boyd Street, west to 31st Avenue and then continued southwest through the city. The line was completed in 1886. Later operated by Missouri Pacific Railroad, much of the line was abandoned in the 1980s and 1990s.

24 Orr, 90.

25 Saratoga was located roughly between current Carter Lake, North 36th, Locust, and Fort Streets. A steamboat landing serving the settlement was located on the Missouri River, which later changed course creating Carter Lake. The area was annexed by the city of Omaha in 1887.

26 Liz Rea, "Omaha/Douglas County History Timeline, 1671-2005," Douglas County Historical Society (2007), 31, Accessed December 4, 2017. <http://www.omahahistory.org/History%20at%20a%20Glance%209-2007.pdf>.

27 Sanborn Map Company, Insurance Maps of Omaha, Nebraska (New York: Sanborn Map Company), 1901-1934, Vol. 2, Sheet 261.

The commercial district expanded on both sides of North 16th Street by 1934. A coal yard on the east side of the street gave way to multiple smaller commercial endeavors. A filling station was located at the northwest corner of the convergence of the streetcar lines while additional commercial buildings, including a drugstore, were clustered on the east side of North 16th Street and the southwest corner of the intersection of Sprague and North 16th Streets. The updated area, within walking distance of nearby residences, was well-established and little change was experienced until after the end of World War II.

The streetcar lines were abandoned in 1951 and today an auto salvage yard is situated on the east side of North 16th Street. Commercial and residential buildings have remained somewhat where they were situated in 1934 apart from a church on the west side of North 16th Street and the north side of Commercial Avenue from Sprague to Sahler Streets was razed.

North 24th Street

North 24th Street became a well-traveled road early in Omaha's history. Much of the route followed lower land as the grade rose, over 300 feet in several areas, a few blocks to the west. In addition to the natural topography, North 24th Street was often the boundary between the area's first rural land owners since it was a line between quarter sections. Known as Saunders Street during Omaha's early history, the arterial was indicated on maps of the city as early as 1866.

In 1874, the Omaha Horse Railway extended their line from North 24th and Cuming (900 north) Streets north to Paul Street (1400 north) and within the next few years, the line was lengthened to Seward Street (1600 north). By 1889, Omaha Street Railway laid an electrified line from North 24th and Seward Streets north, terminating between Sahler (4200 north) and Boyd (4300 north) Streets. By this time, the route was referred to as the "fairgrounds line."²⁸ During the same year, the Omaha Street Railway converted the southern end of the fairgrounds horsecar line to an electrified streetcar line and hailed it as the "cross-town" line.²⁹ The line connected Omaha on the north to South Omaha. The tracks went south on North 24th Street from Boyd and Sahler Streets to Cuming Street. From Cuming Street, the line turned west toward downtown and then south to Hanscom Park at 3201 Woolworth Avenue (1500 south).

By 1890, the concentration of businesses, particularly at the southern end of North 24th Street, was increasing. Throughout the following decades, the commercial corridor continued to develop north. The area thrived as new arrivals settled into the surrounding neighborhoods. Northern and western European immigrants, Eastern European Jews and African-Americans flourished in businesses along the corridor. Jewish immigrants referred to North 24th Street as the Miracle Mile. African-Americans called it the Street of Dreams.

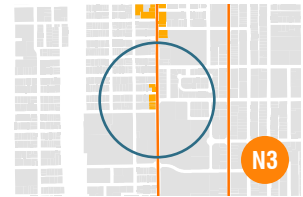
After consolidation of multiple street car companies, completion of a railroad viaduct at South 24th Street between Leavenworth and Vinton Streets, along with street widening and lessening of street grades south of Leavenworth Street, 24th Street developed into one of only two of the city's fully through north-south streets.^{30 31} By the mid-1920s the North 24th Street corridor extended from Kansas Avenue (6100 north) to Railroad Avenue at the south, a length of almost ten miles, and continued south to the city of Bellevue.

28 Orr, 81. The Douglas County Fair was held on land bounded by North 16th Street, North 20th Street (Florence Avenue), and Laird and Boyd Streets.

29 Orr, 89.

30 Orr, 157.

31 Although electrified street car service ended in Omaha in 1955, the North 24th Street corridor continues to be a busy Omaha Metro System bus route today.



The land on either side of North 24th Street and Franklin (1700 north) to Parker (1900 north) Streets was platted in 1869. The west side of the street was platted as Parker's Addition and the east was E.V. Smith's Addition. In both additions, lots along North 24th Street were oriented to face the north-south corridor. East-west streets did not align along this stretch of North 24th Street and this condition remains today. To the east, Clark Street (1800 north) was the only abutting street. To the west, Franklin, Decatur (1800 north) and Parker Streets abut. When Parker's Addition was first platted, Franklin Street was named Delaware Street, Decatur Street was Grand Street and Parker Street was Arch Street. City maps published in 1878 indicate Delaware, Grand and Arch Street names had been changed to Franklin, Decatur and Parker Streets respectively, while an 1887 Sanborn map still referred to Grand and Arch Streets.³²

Early development in the neighborhood was residential in nature. By 1887 there were several homes. Other notable buildings in the neighborhood included King School (non-extant) at the southwest corner of Franklin and North 26th Streets and St. Barnabas Episcopal Church at the northwest corner of the same intersection. At the time, North 26th Street was known as King Street. Jno. Reed's Foundry and Machine Shop was situated at the southwest corner of North 25th Street, known as Pier Street, and Patrick Avenue (2100 north). The streetcar line arrived to this part of North 24th Street in 1889.

By 1890, a combination of commercial and residential buildings lined the east side of North 24th Street from Clark to Grace (2000 north) Streets, with commercial areas focused at the intersections.³³ The west side of the North 24th Street was more industrial between Franklin and Decatur Streets with a livery and coal yard occupying much of the block. Land between Decatur and Parker Streets was less developed; it included a few vacant lots, two homes and a hay and feed business. Development along this section of North 24th Street changed very little by the turn of the twentieth century. By 1918 a few more commercial buildings replaced earlier homes while others were constructed on lots that were previously undeveloped.

With the completion of the cross-town line along North and South 24th Streets, the corridor became more commercial. Only three homes remained on the east side of North 24th Street and other commercial buildings were added by the mid-1930s.

In 1951, the streetcar line along North 24th Street was abandoned. Today, North 24th Street from Franklin to Parker Streets has lost many of the commercial buildings that once lined the corridor. Whereas some of the historic buildings still stand on the west side of the street (a few near Franklin Street and a few near Decatur Street) most lots are vacant. Large modern buildings have been constructed at the southwest corner of North 24th and Franklin Streets and at the southeast corner of North 24th and Clark Streets.

³² Andrew Rosewater, Map of Omaha (Omaha, NE: Geo P. Bemis, Real Estate Agency, 1878).

³³ Sanborn Map Company, 1890, Vol. 2, Sheet 109.



For the most part, land platting around the North 24th and Lake Streets area coincided with an economic boom during the 1880s. An electrified streetcar line was built through the area by 1889 and was used as an established route to the 1898 Trans Mississippi and International Exposition with the Grand Court located on the east side of North 24th Street between Pinkney and Pratt Streets.³⁴ A year later, the area was situated with scattered commercial buildings interspersed with vacant lots, some multi-family residential construction to the west, and single-family residential construction to the east and south.³⁵ City paving maps indicate both North 24th Street and the east side of Lake Street were paved with cedar blocks while the west side of Lake Street remained unpaved.³⁶

By the turn of the century, the area, populated mainly by Scandinavians, Germans, Irish, and Eastern Europeans, had added at least one new commercial structure on the northeast corner of the North 24th and Lake Streets intersection.³⁷ The decade spanning 1910-1920 substantially impacted the area. A violent tornado hit the area in 1913. Some of its greatest damage was felt in and around the intersection of North 24th and Lake Streets.³⁸ Many buildings were destroyed and extensively damaged. Reconstruction and repair of buildings in the area began quickly thereafter.

By 1918 only a few vacant lots remained along North 24th Street. Side-by-side commercial structures were situated on either side of the street between Lake and Ohio Streets and on the east side of the street between Lake and Erskine Streets. A scattering of vacant lots broke up the commercial masonry buildings constructed on the east side of the same street section and further south. A combination of commercial and residential buildings occupied most the lots along Lake Street.



Above: March 24, 1913. Tornado damage at North 24th and Lake Streets intersection looking southwest. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF397-023C.

34 Alley Poyner Macchietto Architecture, "Reconnaissance Level Survey for North Omaha," Omaha Historic Building Survey (Omaha, NE: Nebraska State Historical Society and the City of Omaha, 2016), 2, 6.

35 Sanborn Map Company, 1890, Vol. 1, Sheets 115, 123.

36 Geo. W. Tillson, Paving Map of Omaha, Nebraska (St. Louis: Aug. Gast Bank Note and Litho. Company, January 1, 1890).

37 Sanborn Map Company, 1901-1918, Vol. 1, Sheet 51.

38 National Register of Historic Places, "North 24th and Lake Street Historic District," Omaha, NE, National Register #16000159, 35.

The commercial nature of the area was displayed in the assorted business models located between Lake and Ohio Streets that included a shoemaker, a tin shop, a grocery, and a candy factory that served the surrounding residential neighborhoods.³⁹ By 1920, most buildings in the North 24th and Lake Streets district had been constructed.⁴⁰

In 1923, the west side of Lake Street was paved and the streetcar line was extended east-west from North 20th Street west to North 30th Street intersecting the north-south streetcar lines along North 24th Street; the line operating along 24th Street served Florence, Forest Lawn, and cross-town travelers, while the line along Lake Street continued the Dodge to North 30th Streets streetcar line.⁴¹

Construction declined but didn't halt during the decade of the Great Depression.⁴² In 1934, a filling station was identified at the northeast corner of North 24th and Ohio Streets, another commercial structure filled in the gap between the restaurants and the garage south of Lake Street on the east side of North 24th Street, and the laundry establishment, previously a single commercial building in 1916 at the corner of North 24th Street and Willis Avenue, overtook the south span of structures on the northeast corner.⁴³ The southwest corner from Lake Street south to Erskine Street was unchanged. An automobile service-oriented business was added to the southwest corner of North 24th and Grant Streets while facing Grant Streets, on the south side of the street was the location for St. Benedict's Roman Catholic Church and Parochial School.⁴⁴



Left: No date. Electrified streetcar tracks at the intersection of North 24th and Lake Streets looking west. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6153-892.

1947 ushered in changes to the Omaha & Council Bluffs Street Railway Company. While the track that was routed north-south along North 24th Street, the Crosstown Route, remained viable from Lake Street (2500 N) to O Street (5100 S), the east-west line along Lake Street was abandoned at North 30th Street. Changes in the routes were attributed to "New Buses Make Improved Service Possible," per the 1947 Streetcar Changes brochure published by the Omaha and Council Bluffs Street Railway Company. On September 2, 1951, the 24th and N and Crosstown lines were abandoned.⁴⁵

Today the Union for Contemporary Art is situated at the southeast corner of North 24th and Lake Streets, Lake Point Building and Family Housing Advisory Services is at the southwest corner and Love's Jazz & Arts Center is situated at the northwest corner. Many of the previous residential lots are now vacant green spaces. The multi-family housing that was formerly west of the North 24th and Lake Streets intersection is a parking lot.

39 National Register of Historic Places, "North 24th and Lake Street Historic District," 16.
 40 National Register of Historic Places, "North 24th and Lake Street Historic District," 39.
 41 Guy Pease and Chas. J. Norgard, Map of Omaha, Nebraska, 1923
 42 National Register of Historic Places, "North 24th and Lake Street Historic District," 39.
 43 Sanborn Map Company, 1901-1934, Vol. 2, Sheet 243.
 44 Sanborn Map Company, 1901-1934, Vol. 2, Sheet 238.
 45 Orr, 339.



Although the electrified streetcar line along North 24th Street had been in operation since 1889, development along North 24th Street between Binney (3000 north) and Spencer (3200 north) Streets was still sparse by 1900.⁴⁶ The land encompassed in this tract was part of the western edge of Kountze Place,⁴⁷ an area later known for high-style and vernacular homes built in the Queen Anne, Arts and Crafts, and Neo-Classical Revival styles among others.⁴⁸ In years to 1900, a school building had been constructed at the northwest corner of North 24th and Spencer Streets to serve the scattered residences in the area.⁴⁹

By 1918, several new commercial buildings had been constructed on either side of North 24th Street. Built in the Neo-Classical Revival style, Calvin Memorial Presbyterian Church was constructed in 1910 on the northeast corner of North 24th and Wirt (3100 north) Streets (3105 North 24th Street).⁵⁰ Masonry commercial buildings were also constructed on each of the three remaining corners at the intersection of North 24th and Wirt (3100 north) Streets. Other commercial buildings, both masonry and wood framed, were built near the intersection of North 24th and Binney Streets.

By 1934, the area witnessed further commercial and residential development in the surrounding area.⁵¹ The west side of North 24th Street from Binney to Wirt Streets was filled with side-by-side commercial buildings, while the east side of the street remained primarily residential except for a commercial building on the northeast corner of the North 24th and Binney Streets intersection. Another single-story commercial building was constructed across the street to the west from the Calvin Memorial Presbyterian Church. This building is no longer extant. Numerous commercial services catered to the increasing numbers of neighborhood residents, indicated by the drug stores, barber shops, newspapers, and grocery businesses found in the area.⁵²

With neighborhoods fully developed and transportation routes established, this area experienced little change through the early 1960s, although the streetcar line was abandoned in 1951.⁵³ The area has changed considerably since the early 1960s. Many vacant lots remain where residences once stood. Commercial buildings have diminished in quantity as well as quality of structures. Calvin Memorial Presbyterian Church maintains its presence although it is now home to a different religious entity, the Church of Jesus Christ Whole Truth.



Above: 1968-69. Calvin Memorial Presbyterian Church at 3105 North 24th Street. From the Robert Paskach Collection, from The Durham Museum. Identifier RP-35mm-1877-029, Robert Paskach Collection, Negative 35mm-1877-029.

46 Orr, 89.

47 Kountze Place is bounded by North 16th Street on the east, North 24th Street on the west, Locust Street on the south, and Pratt Street to the north. Herman Kountze was an Omaha banker who envisioned Kountze Place to be a haven from the business hub of Omaha. In 1897, Kountze offered his property for the 1898 Trans-Mississippi and International Exposition with the stipulation that a park would be created after the event; it was the winning proposal. Kountze Park, 1920 Pinkney Street, is on the National Register of Historic Places.

48 Landmarks Heritage Preservation Commission, Patterns on the Landscape: Heritage Conservation in North Omaha (Omaha, NE: City of Omaha Planning Department, 1984), 11-13.

49 Sanborn Map Company, 1890, Vol. 2, Sheet 136.

50 National Register of Historic Places, "North Presbyterian Church/Calvin Memorial Presbyterian Church," Omaha, NE, National Register #86000443.

51 Sanborn Map Company, 1901-1934, Vol. 2, Sheets 247, 252, 253.

52 Alley Poyner Macchietto Architecture, "Reconnaissance Level Survey for North Omaha," 9.

53 Orr, 339.



Land development along North 24th Street between Manderson and Evans Streets was not established along the typical timeline as found throughout the rest of North Omaha. Although land along North 24th Street between Manderson and Pratt Streets had been platted before 1890, it was not until 1908 that the east side between Pratt and Evans Streets was platted. To the east of this block, along Evans Street, sat the Grand Canal of the Trans-Mississippi and International Exposition of 1898.

The Omaha Street Railway ran electrified streetcar lines along North 24th Street in 1889. Since this stretch of land along North 24th Street was not wholly subdivided by 1900, the only buildings in the area included a few residential buildings near North 24th and Manderson Streets along with the Redick Mansion on the west side of North 24th Street between Manderson and Pratt Streets.⁵⁴ By 1918, the area had developed more fully with a few commercial buildings on the northeast corner of Pratt Street and the Swedish Mission Hospital on the opposite corner. The Omaha University had moved into the Redick Mansion and built a new building on the north end of the campus. On the east side of North 24th Street between Pratt and Evans Streets, stood residential buildings.

By 1934 further development of the North 24th Street corridor included a building expansion at the hospital. Omaha University, by then known as the Municipal University of Omaha, constructed a new gymnasium on the site of the Redick Mansion and a library to the north. New commercial buildings filled previously empty lots on the east side of North 24th Street between Manderson and Pratt Streets, while south of Pratt Street remained residential.⁵⁵



Above: September 15, 1933. The 1934 freshman class at the University of Omaha campus at North 24th and Pratt Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1723-050.

⁵⁴ Redick Mansion was first known as the Mayne Mansion until John Redick purchased the home in the late 1880s. The building was later used by Omaha University, the forerunner of the University of Nebraska Omaha (UNO). It is non-extant.

⁵⁵ The Municipal University of Omaha utilized two buildings on the east side of North 24th Street between Pratt and Evans Streets per the 1934 Sanborn Map.

As the use of cars and buses increased in prominence, the use of the street car decreased until the line was ultimately abandoned in 1951. Today, most historic one or two-story commercial buildings remain, although they have been modified over time. The Omaha University buildings have been replaced by Evans Tower, an 11-story residential building operated by the Omaha Housing Authority. The hospital buildings have been replaced and the Salvation Army operates a community center in the same location.

N7

OAK CHATHAM

North 24th and Laird (3900 north) to Sahler (4200 north) Streets



In 1883, the area to the east of North 24th Street between Laird and Sahler Streets was platted by two of Omaha early real estate developers, John I. Redick and Herman Kountze.⁵⁶ Lots were larger in size, typical of residential construction, and were arranged to front North 24th Street. The area to the west of North 24th Street between Sprague (4100 north) and Sahler Streets was platted three years later and subdivided into much narrower lots, typical to commercial development. These lots also fronted North 24th Street. Although the streetcar line arrived in the area in 1898, the area west of North 24th Street between Laird and Sprague Streets was not platted until 1915. Lots in the afore mentioned subdivision were of similar size to the 1883 land plats.

Building construction followed the same pattern of commercial/residential development first exemplified in the land platting. Buildings constructed on the east side of the street were typically residential, while those on the west were typically commercial. Although some homes were constructed prior to 1900, most in the immediate area were built between 1900 and 1920. The same can be said for the commercial buildings. By 1918, on the west side of North 24th Street there were only a handful of vacant commercial lots between Laird and Sprague Streets, while all lots between Sprague and Sahler Streets were filled with commercial structures. On the east side of the street, only two residential lots remained vacant between Laird and Sahler Streets.

By 1934 a few commercial buildings were replaced with new commercial structures and there was very little change on the residential side of the street. Despite the abandonment of the streetcar line in 1951, this area did not witness much change in its built environment through the early 1960s. Since that time, much of the neighborhood has eroded. Over half of the commercial buildings and almost all the residences have been demolished. Most lots remain vacant today.

⁵⁶ John I. Redick platted the Oak Chatham Addition and Herman Kountze platted the Plainview Addition. At the time, Sprague Street was known as Valentine Street and Sahler Street was Penn Street. North 24th Street was still referred to as Saunders Street.



Although lots around North 24th Street and Ames Avenue were platted as a part of Omaha in the mid- to late-1880s, there is a much earlier history. In 1856, the area around North 24th Street and Ames Avenue was platted as the township of Saratoga by speculators from New York.⁵⁷ During the next year, a river landing was established along with the construction of several buildings that included homes, a few churches, a school, a warehouse, a sawmill, a lumberyard and a brickyard. A hotel was built near the intersection of what is today's North 24th Street and Grand Avenue (4900 north), four blocks north of North 24th Street and Ames Avenue.⁵⁸ Like many early settlements, the town fell victim to varying economic conditions. The Panic of 1857 caused many banking houses to collapse throughout the United States and Saratoga's stockholders could no longer support the town. Even when other river communities were bolstered by the Colorado Gold Rush in 1859, the settlement of Saratoga was not. Eventually the area was annexed into Omaha. Later land owners included early Omaha developers such as John I. Redick and Augustus and Herman Kountze.

The area retained its rural character through the 1860s and 1870s with pockets of residential growth and minimal commercial development. By 1885 the Saratoga School, a two-story wood frame building, stood at the northeast corner of North 24th Street and Ames Avenue.⁵⁹ The Omaha Belt Line Railroad was completed in 1886, and intersected North 24th Street at Boyd Street (4300 north), two blocks south of Ames Avenue. Despite construction of the railroad, commercial development was still relatively slow. Four years later Sanborn maps of the North 24th Street and Ames Avenue intersection indicate the school was the only building standing; lots on the northwest, southwest and southeast corners remained vacant. As residential areas developed further, multiple building expansions were constructed to the school. By 1892 a new building was needed and the old frame building was moved to another site at South 9th and Z Streets.⁶⁰ Afterwards, a new masonry structure was constructed in its place.



Above Left: 1885. Saratoga School at North 24th Street and Ames Avenue (demolished). Above Right: 1930. University of Omaha Science Hall at North 24th Street and Ames Avenue (demolished). From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1723-036.

In 1898, the Omaha Street Railway extended the streetcar line on North 24th Street to the Omaha Belt Line and began construction of a new streetcar barn at the southeast corner of the intersection. When complete, the streetcar barn stretched the entire east side of the block along North 24th Street between Boyd Street and Ames Avenue. Such work spurred commercial development of the area.

57 Ronald C. Naugle, James C. Olson and John Montag, *History of Nebraska* (Lincoln, NE: University of Nebraska Press, 2015), 91. Today the boundaries of Saratoga would have been the area between Fort and Locust Streets and west of Carter Lake to North 35th Street.

58 The hotel closed after one season. After the hotel closed, the building was purchased by Bishop Talbot for use as an all-girls secondary boarding school and was later moved by the school to a different site. The school later evolved in the Brownell Talbot School, an Omaha co-educational college preparatory day school.

59 The Omaha Belt Line Railroad carried passengers and freight through South Omaha, up North 16th Street to Boyd Street and west to 31st Avenue then continued southwest through city. A depot, referred to as the Oak Chatham Station, was located south of Ames Avenue on North 22nd Street.

60 Omaha World Herald, "The School Board: A Session That Dragged Along Until Early Morning's Hour," July 21, 1893.



Above: No date. Streetcar barn at North 24th and Ames Avenue (demolished). From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6153-755.

Around 1901, a two-story commercial building with three commercial bays stood on the northwest corner of the intersection while four single-story commercial buildings stood on the southwest. To the south, along the Omaha Belt Line, industry flourished.⁶¹ By 1905, the intersection at North 24th and Ames Avenue was paved and double track on North 24th Street was laid from Ames Avenue to Fort Street in 1908.⁶² ⁶³ As the surrounding area continued to develop, more buildings were constructed throughout the next ten to fifteen years, including multiple commercial buildings, a theater and Druid Hall. (Druid Hall, built in 1917, is a building located at 2412 Ames Avenue that is currently individually listed on the National Register of Historic Places.)

The school remained at North 24th and Ames Street until 1926 when a new building was constructed at 2504 Meredith Avenue. Afterwards, the old masonry school building was utilized as Science Hall by the University of Omaha until it was demolished between 1934 and 1941.⁶⁴ Thereafter, a supermarket was constructed in its place. Development continued to spread around the Ames Avenue intersection at North 24th Street between Meredith Avenue (4600 north) to Taylor Street (4400 north) and North 23rd to North 25th Streets, including new commercial and industrial buildings.



Above: No date. Intersection at North 24th Street and Ames Avenue looking north. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6153-347.

61 By this time, passenger service had been discontinued and the Belt Line focused on freight service.

62 Andrew Rosewater, Paving Map of Omaha, Nebraska (January 1905).

63 Orr, 168.

64 Sanborn maps indicate the building still existed in 1934 but historic aerial maps show it was no longer extant by 1941.

After the streetcar line was abandoned in 1951, the North 24th Street and Ames Avenue intersection remained a commercial hub. By 1962, the area had only lost a few commercial buildings on the northwest corner of North 24th and Taylor Streets. This was not the case as years progressed. By the 1980s and 1990s, many buildings were no longer standing, including the car barn that had accidentally burned.⁶⁵ Today, few buildings remain. Those still standing include Druid Hall, the supermarket building at 4515 North 24th Street that is currently used for storage, the commercial block at 2425 Ames Avenue that was once home to the North Star Theater, and a few commercial buildings south of Ames Avenue on North 24th Street.

N9

SARATOGA

North 24th and Fort (5300 north) Streets



Located eight blocks directly north of North 24th Street and Ames Avenue, the area around Fort Street shares a similar history to Ames Avenue. Originally the northern edge of the Saratoga townsite, Fort Street was named for the military post situated on a site six blocks to the west at 5730 North 30th Street. The military post would eventually be known as Fort Omaha.⁶⁶ Although the outpost location was selected in 1868 and buildings were quickly constructed on the site, it was not until 1890 when street names were changed in Omaha that Fort Street was named as such. Despite the existence of Fort Omaha to the west, the first land plat around North 24th and Fort Streets was not executed until after the turn of the twentieth century.

Sanborn maps from 1901 indicate the only development in the area was two greenhouses located just northeast of the intersection at North 24th and Fort Streets. One green house was operated by Hess and Swoboda and the other was A. Donaghue's Saratoga Conservatories. In November of 1902, the Omaha Street Railway began laying track on North 24th Street from Ames Avenue.⁶⁷ The tracks climbed the steep grade four blocks north of Ames Avenue around Grand Avenue (4900 north) where the Fremont, Elkhorn and Missouri Valley Railroad crossed North 24th Street.⁶⁸ The route would follow North 24th Street to Fort Street, west to North 30th Street and north to Florence. The line was not complete until the following year and a formal event was held to celebrate the opening, since it now connected Omaha and Florence.



Above: 1870. Officers Quarters at Fort Omaha. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF4-433.

⁶⁵ Orr, 281, 317.

⁶⁶ Fort Omaha is located west of North 24th and Fort Streets between present-day North 30th and North 33rd Streets. Used by the United States military until 1947, the site then served as an administrative, recruiting and training facility for several branches of military service. Although some areas on the facility are still utilized by the military, today the Fort is primarily occupied by Metropolitan Community College.

⁶⁷ Orr, 154.

⁶⁸ The railroad was eventually known as the Chicago, St. Paul, Minneapolis and Omaha Railway.

The arrival of the streetcar dramatically impacted the surrounding area. The amount of traffic on the line required double tracking from Ames to Fort in 1908. Four years later the double track line was extended north to Kansas Avenue (6100 north).⁶⁹ In 1916 construction began on the Pearl Memorial Methodist Episcopal Church at 2319 Ogden Street, one block north of Fort. The substantial building was designed by architect Norman R. Brigham, who designed many buildings throughout Omaha. Once complete, the four-story bell tower became a visual and audible landmark in the surrounding neighborhood. In addition to the church, masonry commercial buildings stood on the three of the four corners at the intersection at North 24th and Fort Streets by 1918. This commercial development was supported by the increasing residential development of the surrounding area. Ten year later the Methodist church on Ogden Street constructed a large addition on the east side of the building to serve their growing congregation. The area continued to grow and by 1934, other commercial buildings had also been constructed on the southeast corner of the intersection at Fort Street.

In 1951, the line on North 24th Street was abandoned. Buildings on the northeast corner of the intersection were demolished in the 1980s, while those on the southeast were demolished in the late 2000s. Today brick commercial buildings still stand on the northwest and southwest corners of the intersection.

North 30th Street

In 1889, the Omaha Street Railway ran a horse car line along North 30th Street from present day Binney Street (3000 north) to approximately Grand Avenue (4900 north), just south of Fort Omaha, a late nineteenth and early twentieth century military post located at 5730 North 30th Street. In April 1903, an Omaha World Herald article mentioned the completion of a single-track, electrified, line along North 30th Street to the village of Florence, commonly referred to as the Florence line.⁷⁰ A single car made half-hourly trips beginning in May of the same year at a cost of a nickel to the Omaha city limits and another nickel beyond.⁷¹ Several months later double-tracking on North 30th was completed allowing additional cars to cover the Florence line at 15-minute intervals.



In 1918, fifteen years after the horse car line arrived along this stretch of North 30th Street, development along this corridor was still limited between Titus to Huntington Avenues.⁷² North of Miller Park, smaller residential building lots on the east side of North 30th Street were oriented to side streets. Along the west side of North 30th Street, larger lots were not yet subdivided into smaller lots and few buildings were oriented to North 30th Street.

The commercial buildings at 6714 North 30th Street on the southwest corner of North 30th Street and Titus Avenue were constructed around 1918. The church within this area at 3008 Newport Avenue was constructed a few years later in 1923. By 1934, the area was fully developed with residential on the east side of North 30th Street and commercial on the west.⁷³ A photograph of North 30th Street between Bauman Street and Huntington Avenue (shown below), taken in 1938, indicates a building on the northwest corner, built in 1924, was occupied by Northside Drugstore, Safeway and Colfax Garage.

69 Orr, 168.

70 Omaha World Herald, "Ring the Gong Along Florence Road," April 25, 1903.

71 Orr, 157.

72 Baist Real Estate Atlas of Omaha, Nebraska (Philadelphia: G.W. Baist, 1918), Plates 9, 10.

73 Sanborn Map Company, 1901-1934, Vol. 1, Sheet 275; Works Progress Administration, Atlas: City of Omaha (Omaha, NE: City of Omaha, 1937), Plates 22, 23.

In 1941, the line on North 30th Street was abandoned from Fort (5300 north) to Potter (7600 north) Streets. Today this small cluster of streetcar-era commercial buildings continues to line the west side of North 30th Street between Titus and Huntington Avenues. A Family Dollar retail store and associated parking lot were constructed on the southwest corner of North 30th Street and Newport Avenue within the last 20 years.



Above: 1938. North 30th Street between Bauman Street and Huntington Avenue. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1-037.

N11

FLORENCE

North 30th and Willet (8500 north) to Clay (8700 north) Streets



As early as January 1846, the area around the village of Florence became the first Euro-American settlement in present day Douglas County as Mormons arrived from Nauvoo, Illinois arrived. The settlement was referred to as the Winter Quarters and approximately 3,000 people lived on the site during the winter of 1846-47 before migrating further west. During that time a church, council house, store, hotel, school houses, log cabins, dugouts and a mill were established. The mill, commonly known as the Florence Mill, was one of the earliest constructed in Nebraska.⁷⁴ Most Mormons abandoned the Winter Quarters settlement by 1848 and two years later, a fire destroyed most of the remaining log and sod buildings.

In 1854, James C. Mitchell officially platted Florence. Within the next few years a bank and a post office were established.⁷⁵ The small community flourished with a commercial district clustering around North 30th Street, then referred to as Main Street. When the location of the Nebraska Territorial capitol was being determined in 1858, Florence was considered a viable location, although Omaha was the eventual victor. Throughout the following decades, development in Florence was influenced by the overall growth of Omaha. As Omaha continued to expand from its commercial core, businesses and residents settled into Florence and other surrounding communities outside the city limits.

With the extension of the electrified streetcar line to Florence in 1903, the small community continued to grow. The population more than doubled from 1900 to 1910, growing from 688 to 1,526 people.⁷⁶ Florence was annexed by Omaha in 1917 during a time of expansive city annexation that began in 1915 with the addition of South Omaha and Dundee. Although streetcar service along North 30th Street helped spur growth, the importance of automobile related development also became evident with the designation of North 30th Street as a route through northern Omaha for the state and national highway system beginning in the 1920s.

74 National Register of Historic Places, "Weber Mill," Omaha, NE, National Register #98001568.

75 National Register of Historic Places, "The Bank of Florence," Omaha, NE, National Register #69000130.

76 U.S. Census Bureau. "Nebraska Populations Minor Civil Division: Omaha." (1910), 28.



Above: 1934. Old Bank of Florence. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1261-002.

By 1918, between Willet and Clay Streets, development on both sides of North 30th Street was a mix of well-established brick and frame commercial and civic buildings. One notable addition to the area was the Florence Building at the northwest corner of North 30th and Clay Streets around 1922 (8702 North 30th Street). The North 30th Street streetcar line was abandoned from Potter (7600 north) to Fillmore (8900 north) Streets in 1941. Today, a few buildings within the area have been lost and/or replaced with new construction or parking lots, while other areas that have historically been open space remain.

North 40th Street & Ames Avenue to North 42nd and Grand Avenue

By 1889 the Omaha Motor Railway was already running an electrified streetcar line along Ames Avenue (4500 north) from the city's easternmost boundary to North 30th Street. One year later the line was extended three blocks west along Ames Avenue. Within the next year, the terminus moved west three blocks further to North 36th Street.⁷⁷ It was not until 1907, the consolidated Omaha and Council Bluffs Street Railway Company extended the same electrified streetcar line along Ames Avenue west from North 36th Street to North 40th Street, then north to Grand Avenue (4900 north) and west to North 42nd Street.⁷⁸

⁷⁷ Orr, 87.

⁷⁸ Between 1906-1955 the Omaha and Council Bluffs Street Railway Company was the only company operating streetcars in both cities. Orr, 167.

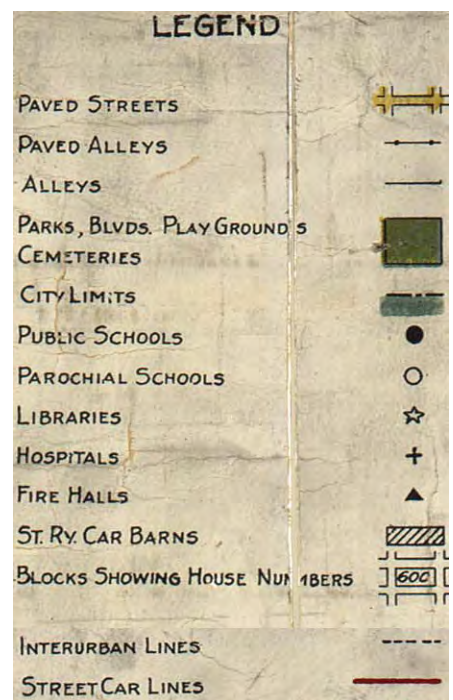
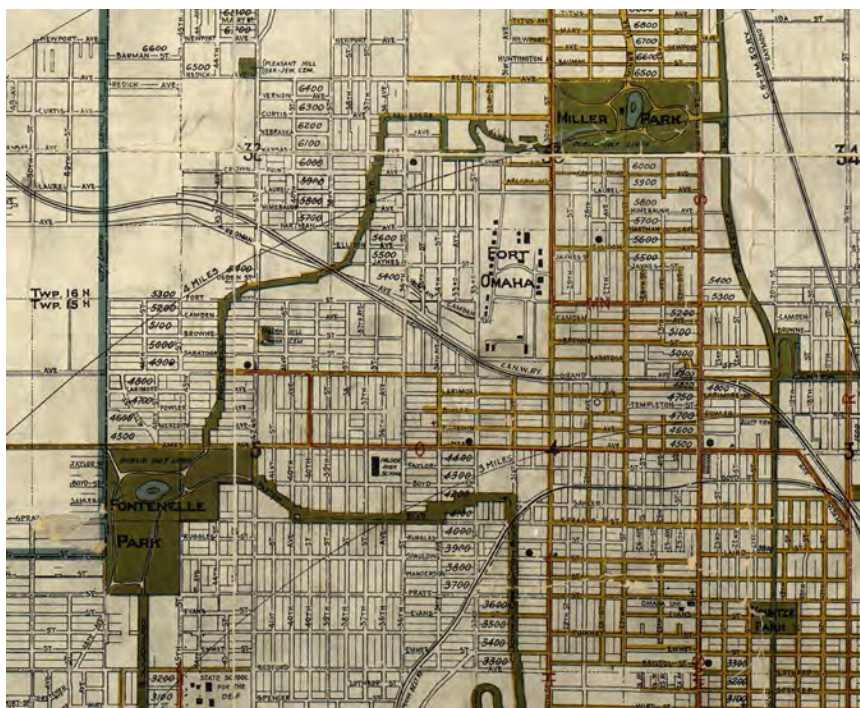


When the area around North 40th Street and Ames Avenue was platted in 1883 as Tuttle's Subdivision, it was surrounded by acres of unplatted land. Surrounding areas were platted as Omaha expanded, however, development in the vicinity was gradual over the last two decades of the nineteenth century. By 1900, single family residences were scattered throughout the area, but no commercial development at North 40th Street and Ames Avenue existed.

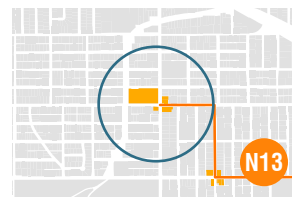
In 1907, the streetcar line along Ames Avenue was extended from North 36th to North 40th Streets. At North 40th Street, the streetcar line turned north towards Grand Avenue. By 1918, real estate maps indicated wood frame buildings stood on the northwest and southeast corners of the intersection together with a slight growth of residential development in the surrounding neighborhoods.

Like many other areas in North Omaha, as residential development increased, schools and churches built more substantial buildings. Street paving was also a sign of development and although the streets had not been paved in the mid-1910s, both Ames Avenue and North 40th Street between Ames and Grand Avenues were paved by 1923. Construction began in 1929 on the Ames Avenue Methodist Church located to the west at 4023 Ames Avenue. By 1937, the frame buildings at the northwest and southeast corners of the intersection had been replaced by single-story masonry buildings. By that time other brick masonry buildings had also been constructed on the remaining two corners of the intersection, including a two-story commercial building at 3929 Ames Avenue.

The streetcar line along North 40th Street and Ames Avenue was abandoned in 1953 and yet, less than 10 years later, the area remained vibrant. By the early 1970s, a building on the northwest corner was demolished and another building was constructed on the west side of the same lot. Today masonry commercial buildings endure on the remaining corners of the North 40th Street and Ames Avenue intersection.



Above: 1923. Map of Omaha Nebraska. Guy Pease and Chas. J. Norgard. Omaha Public Library. Note North 40th Street and Ames Avenue Intersection identified with a star.



In 1886, at a time when much of the surrounding area was also being platted, the land around North 42nd Street and Grand Avenue was established as the Central Park Addition, although it had been known earlier as West Saratoga. Two years later, Chevra B'nai Israel Adas Russia purchased land for Golden Hill Jewish Cemetery, just north of 42nd Street and Grand Avenue at 5109 North 42nd Street.⁷⁹ Further development included the Fremont Elkhorn and Missouri Valley Railroad, which ran along the northeast corner of the original Central Park land plat near Fort Street between North 36th and North 37th Streets. A country school was also constructed. At the time, it was known as Country School District 38. Classes were held in a four-room schoolhouse on an acre of land at the northwest corner of today's North 42nd Street and Grand Avenue. Later, as class sizes grew, a two-room annex was also utilized. By 1891, the area had been annexed by the city of Omaha.

Single family homes were scattered throughout the neighborhood after the turn of the twentieth century. When the streetcar line arrived in 1907, even more development followed. During the following year, the Central Park Improvement Club petitioned for a new school.⁸⁰ The petition was accepted and in 1912 a new two-story school building was constructed on the same site as the old schoolhouse.

More homes were built in the area and by 1918 a Baist Real Estate map indicates that a building existed on approximately 50% of the surrounding residential lots. Single-story brick masonry commercial buildings on the northeast and south sides of the intersection were constructed during the early to mid-1920s. Central Park Pharmacy shared space with Harding's Ice Cream and Cook's Paints in the building located at 4136 Grand Avenue by 1938.

In 1953, operation of the streetcar line to North 42nd Street and Grand Avenue ceased. Despite the loss, the residential growth in the area continued. This was evident because plans for a new building addition at Central Park School beginning in 1963. Three years later the addition was completed. The school could then utilize the new auditorium and multi-purpose room, school cafeteria, kitchen and additional classrooms.

Today, Central Park Elementary School is an important anchor to the neighborhood and is attended by approximately 450 students. The historic integrity of the streetcar node also remains intact, since all historic commercial buildings in the area are still standing. Although the storefronts have been modified, each building's historic use remains evident.



Above Left: 1938. Pioneer Glass and Paint Company. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF424-040. Above Right: No date. Henry Hamann. From the Bostwick-Frohardt collection, owned by KMTV on permanent loan to the Durham Museum. Identifier BF6153-188. Photograph appears to be taken before the 1913 tornado.

⁷⁹ The cemetery is currently owned and cared for by the Beth Israel Synagogue. The cemetery grounds are roughly 3.3 acres in size. A typical square city block size is approximately 2.5 acres.

⁸⁰ Central Park Elementary, "Our History," Accessed December 4, 2017, <http://centralpark.ops.org/ABOUTOURSCHOOL/History/tabid/59/Default.aspx>.

WEST

The western zone of the city contained many of Omaha's early suburban neighborhoods such as Walnut Hill, Gold Coast, Hanscom Park, and Dundee among others. Commercial districts emerged to serve area residents and pockets for industrial activities developed adjacent to major roads and the Omaha Belt Line Railway. Commercial development in the western zone differed from that in the north and south in that much of it occurred along a wide swath of east-west routes, including Military Avenue (much of which is now Northwest Radial Highway), Maple Street, Cuming Street, Dodge Street, Farnam Street, and Leavenworth Street. Originally medium and large scale single family residences that reflected the popular styles of the day predominated but as the population increased more multi-family residences went up in many neighborhoods. The multi-family buildings were often quite luxurious in their amenities and high style in appearance.



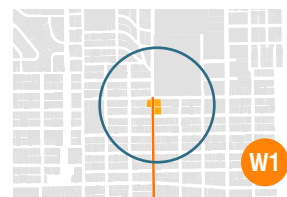
North 33rd Street

After the Prospect Hill Improvement Club spent two years campaigning for a street railway line, a new electrified line was constructed from the terminus at North 25th and California Streets, west to North 33rd Street and north to Parker Street and Prospect Hill Cemetery.⁸¹ There was great fanfare when the line opened with a procession of streetcars filled with people bearing horns and other musical instruments including a solo by J.H. Butler who revised the lyrics of the song “America” to reflect the festive event.⁸²

W1

PROSPECT HILL

North 33rd and Parker (1900 north) Streets



The area around North 33rd and Parker Streets was an early component of Omaha’s frontier town development. During the mid to late 1850s, Prospect Hill Cemetery was established on land just northeast of North 33rd and Parker Streets. Many early Omahans were buried in the cemetery and the surrounding area remained rural in character for the next few decades. When the west side of North 33rd Street was platted in 1870, it was the first in the immediate area west of North 30th Street; land east of North 33rd Street platted in 1887 was one of the last to be subdivided.

The streetcar line arrived in 1902 to the predominately residential area. As a result of the 1913 tornado that ravaged much of Omaha many buildings were destroyed within the Prospect Hill neighborhood.^{83 84} This devastating storm spawned seven tornados that tore through eastern Nebraska and passed into western Iowa.⁸⁵ One tornado ripped its way from southwest Omaha through four and a half miles of the urban fabric. The path of the storm ranged from two to six blocks wide and touched down in multiple areas throughout the city, including the area around North 30th Street near Parker and Franklin Streets. Buildings devastated and damaged during the storm were quickly repaired or rebuilt.

Before 1918, a commercial building stood at both southern corners of the intersection at North 33rd and Parker Streets. A masonry building was constructed further down the block at 1817 North 33rd Street in 1932. The streetcar line to North 33rd and Parker Streets was abandoned in 1941. Today the area looks much the same as it did when the streetcars traversed up and down the street.



Left: No date. Henry Hamann. From the Bostwick-Frohardt collection, owned by KMTV on permanent loan to the Durham Museum. Identifier BF6153-188. Photograph appears to be taken before the 1913 tornado.

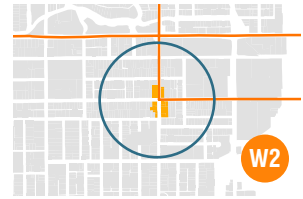
81 Omaha World Herald, “Harney Line Rails in Sight,” June 19, 1902.

82 Orr, 153.

83 Omaha World Herald, “Official Statement of Easter Tornado,” March 26, 1913.

84 Omaha Bee, The Easter Sunday Tornado of 1913, Modern Reprint Series (River Junction Press, Inc., 1998).

85 Travis Linn Sing, Images of America: Omaha’s Easter Tornado of 1913 (Arcadia Publishing, 2003), i.



Webster Street did not traverse this area when it was first platted as Park Place Addition in 1879 and neither did North 33rd Street. Maps of the city indicate that Webster Street began to cross the Park Place Addition development by 1890. A grading ordinance was issued in 1901 by the city for North 33rd Street between Burt (one block north of Webster Street) and California Streets.⁸⁶ A year later, the construction of electrified streetcar tracks along North 33rd Street provided a route from downtown Omaha to Prospect Hill Cemetery, Omaha's oldest cemetery located at 3202 Parker Street. The streetcar line ran west along California Street from downtown and turned north at North 33rd Street.

Although there were several residential homes in the area, commercial buildings did not begin appearing until 1910. At first, commercial construction focused on the area immediately around the intersection of North 33rd and California Streets. A small grocery opened at 3226 California Street and the interior of the building was enlarged to include the storefront at 3228 California Street in the early 1920s. Another early building at the intersection was the "California Pharmacy" at 531 North 33rd Street.⁸⁷ Built in 1914, the business was owned by Jules (Frank) Bogard, a Belgium immigrant. The pharmacy remained open until 1987. The building reopened nine years later by a family descendent as "California Tacos and More."⁸⁸ It remains in business today.

By 1918, businesses were situated on three corners of the intersection with the northwest corner still occupied by the Melrose apartment complex constructed in 1916.⁸⁹ In 1919 Albert Wohlner opened a grocery to the east of the pharmacy. Wohlner, a Polish immigrant, ran his grocery and meat market at this location until 1941 when the grocery moved to a building at 5203 Leavenworth Street.⁹⁰

In addition to the pharmacy and grocery stores, commercial enterprises near North 33rd Street and along California Street included a beauty parlor, a shoe store and a couple of shoe repair shops, a barber and a pastry shop by the 1920s and through the mid-1930s. During this time, the character of North 33rd Street south of California Street also became more commercially oriented and included another grocery store, a theatre (demolished), barber shop, dentist, upholstery shop, tavern, variety store, delicatessen, garage, ice house and a beauty school. The "California Beauty School," founded by Kathryn Wilson in 1916, was operated from her home at 521 North 33rd Street. In the following years, it grew to become prestigious. Described as a petite African-American woman, Mrs. Wilson also published a widely used textbook, *The Successful Hairdresser*.⁹¹

A Hinky-Dinky grocery store opened on the southwest corner of North 33rd and California Streets (532 North 33rd Street) in the late-1930s. The last commercial building in the area was constructed in 1948, north of California Street at 615 North 33rd Street. By the time the streetcar line to the area was abandoned in 1951, the node was a vibrant shopping district. Today, only two commercial buildings have been lost, both replaced with parking lots.

86 Omaha World Herald, "City Ordinance No. 427," August 21, 1901.

87 In 1918, the address was 3229 California Street. Sanborn Map Company, 1901-1918, Vol. 4, Sheet 445.

88 Gifford Park Neighborhood Association, Gifford Park History Book, "California Pharmacy," Accessed December 4, 2017, http://www.giffordparkomaha.org/History_California_Pharmacy.html.

89 National Register of Historic Places, "The Melrose," Omaha, NE, National Register #89002044.

90 National Register of Historic Places, "Wohlner's Neighborhood Grocery," Omaha, NE, National Register #10000759.

91 The California Beauty School operated until 1952. Gifford Park Neighborhood Association, Gifford Park History Book, "The California Beauty School," Accessed December 4, 2017. http://www.giffordparkomaha.org/History_California_Beauty_School.html.



Left: No date. California Pharmacy. From Gifford Park History Book, “California Pharmacy.” Right: May 16, 1931. The Melrose Apartments at 602-06 North 33rd Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF2084-118.

Cuming Street

A streetcar line initially appeared along Cuming Street in 1869, when the Omaha Horse Railway (later the Omaha Street Railway) built an extension to the city’s first streetcar line. The extended line ran north from North 20th and Cass Streets, turned west at Cuming Street and ran for one block, ending at North 21st Street. At North 21st and Cuming Streets, the railway company built a new building that contained sleeping quarters for stablemen and drivers, horse stalls, machinery to prepare food for the horses, and a printing press. In 1873, the company moved its offices from downtown to this site. A year later, additional tracks were laid on Cuming Street, east to 18th Street and west to 24th Street.⁹²

Efforts were made to encourage the streetcar’s extension further west on Cuming Street, particularly amongst land developers who desired to attract new residents to the area. The street’s steep grade from 30th Street to 40th Street prevented the westward expansion from occurring at a rapid pace, however. Instead, in the coming years, the line inched further west – to North 30th Street by 1885; to North 31st Street by 1886; and to North 36th Street by 1887. At 36th Street the Omaha Horse Railway line met up with the eastern terminus of the Benson Motor Railway line, which ran west on Cuming Street from North 36th to 40th Streets, where it then turned north and meandered northwest to the new suburb of Benson.⁹³ Those desiring to go beyond North 36th Street in 1887 would then take the Benson streetcar closer to their destination.

The Cuming Street line, a major east-west connector, continued to evolve during the late 1800s and early 1900s. By 1889, the line along Cuming Street was extended two blocks east to North 16th Street. During the 1890s, all the Cuming Street tracks fell under the operation of one company, and in 1903 they came under the purview of the Omaha and Council Bluffs Street Railway Company (O&CB), which consolidated all the streetcar routes throughout Omaha in that year. In 1907, the 40th Street line, which had previously only run north of Cuming Street, was expanded south from Cuming Street to Farnam Street. By 1912, the addition of tracks on Cuming Street west to North 46th Street meant that the thoroughfare now had streetcar tracks stretching for 30 blocks, from 16th to 46th Streets. In 1917, a new car barn, the last one to be built in Omaha, was constructed on the southwest corner of North 25th and Cuming Streets. It remained in operation until 1945.⁹⁴

The last notable streetcar-related change to occur on Cuming Street happened in 1954, when the tracks, and the street itself, had to be lowered by 18 inches at North 40th Street to accommodate the construction of Northwest Radial Highway.⁹⁵ The highway, which remains in place today, flows along Cuming Street from Saddle Creek Road at the west to the Interstate 75 on-ramp at the east.

92 Orr, 6, 16, 19,

93 Orr, 43, 49, 55-56.

94 Orr, 87, 95, 167-168, 170, 179.

95 Orr, 181.



The commercial area at North 40th and Cuming (historic Mercer Avenue) Streets had its beginnings in 1883, when Dr. Samuel D. Mercer purchased an L-shaped plot of land at the crest of a hill on what was then the western boundaries of Omaha. Mercer's plat, known as Walnut Hill, included the north side of the North 40th and Cuming Streets intersection. Cuming Street was originally called Mercer Avenue and at the northeast corner of the intersection Mercer built a large mansion for his family that was completed in 1885.⁹⁶ Mercer was active in the development of Omaha's streetcar line. He built the first electric railway in Omaha and ensured that a streetcar line extended to Walnut Hill as well as further northwest to Benson by the late 1880s.⁹⁷ On the south side of North 40th and Cuming Streets the land to the east was platted in 1887 as Sherwood Park while the detailed history the land to the west' platting is unknown.⁹⁸

A streetcar line arrived to North 40th and Cuming Streets in 1887.⁹⁹ Commercial development at North 40th and Cuming Streets occurred slowly from the late 1800s onward and concentrated around the intersection, with residences and a church going up on the adjoining blocks. The first commercial buildings (non-extant) were built at the southwest and southeast corners of the intersection by 1890 and 1901, respectively. From 1918 to 1962 the intersection continued to fill in, with most of the commercial development occurring on the south side of Cuming Street. On that side, to the east, a church was added by 1937. North of Cuming Street, the east end of North 40th remained part of the Mercer estate while on the west side two attached commercial buildings were constructed sometime between 1918 and 1962; neither are extant.¹⁰⁰

Streetcar service to this area began to wane by the late 1930s. Service on Cuming Street, west of North 40th Street, was discontinued in 1939. Service along Cuming Street, east of North 40th Street, along with the line extending north on North 40th Street was abandoned in 1948.¹⁰¹



Above: March 15, 1941. Funeral procession on North 40th Street. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS22A(4)-329.

96 Douglas County Engineer, Land Survey Records, Accessed June 2017, <https://www.dcengineer.org/land-survey-records>; James Woodruff Savage and John Thomas Bell, *History of the City of Omaha, Nebraska* (New York: Munsell & Company, 1894), 564b.

97 Omaha World Herald, "Dr. S.D. Mercer Passes Away," October 11, 1907; Orr, 50, 56.

98 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 14; Douglas County Engineer, Land Survey Records.

99 Orr, 167-168.

100 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 14; Works Progress Administration, *Atlas: City of Omaha* (1937), Plate 95; Sanborn Map Company, 1890, Vol. 2, Sheet 135; Sanborn Map Company, 1962, Vol. 4, Sheets 453, 454.

101 Orr, 338-339.

Today, this area lies at the northwest end of the Cathedral neighborhood, named for the large Roman Catholic church, St. Cecilia Cathedral, located one block to the south. Within the commercial area, the south side of the intersection retains good density, although the two buildings abutting the east and west corners have been removed and replaced by parking lots. North of the intersection, the east corner remains part of the Mercer Estate parcel and the west corner contains a filling station. The church to the east remains standing and to the west there is auto-oriented commercial development.

Military Avenue

On August 29th, 1887, the Benson Motor Railway's streetcar made its first trip, running from North 36th and Cuming Streets to Wabash Avenue (now North 60th Street) and Maple Street, with Military Avenue acting as a main connector in-between.¹⁰² At North 36th and Cuming Streets, Benson's line met up with the western terminus of the Omaha Horse Railway's Cuming Street line. It then ran west to Lowe Avenue (now North 40th Street), turned north and ran for four blocks to Hamilton Street, then west two-and-a-half blocks until Military Avenue.¹⁰³ It turned north at Military Avenue and followed the diagonally-oriented thoroughfare as it made its way northwest to North 60th Street, the heart of what became downtown Benson.¹⁰⁴

The Benson Motor Railway was established by Erastus Benson, C.E. Mayne and J.S. McCague. Benson had recently founded the community of Benson to the northwest of Omaha's city limits and he knew that a streetcar line was needed to bring prospective residents to the young residential enclave.¹⁰⁵ When the line first opened, the cars were propelled by steam power. The noisy system was quickly replaced by horse drawn cars due to complaints from residents and fellow users of Military Avenue. In October 1891, the line was electrified, making it the only streetcar line in Omaha to experience all three types of propulsion. Also in 1891, the line was extended three blocks further west, to North 63rd Street, as part of an initiative by the newly formed Benson & Halcyon Heights Street Railway.¹⁰⁶

In 1900, the Omaha Street Railway took over the Benson line. After the acquisition, the streetcar company graded parts of Military Avenue to make the route easier for the streetcars to traverse.¹⁰⁷ In 1907, a track extension was made at North 45th Street and Military Avenue, with a line leading north on North 45th Street to Bedford Street. It terminated at the Nebraska School for the Deaf campus.¹⁰⁸ Sometime before 1926, the Benson line was extended two blocks further to North 65th Avenue.¹⁰⁹

Five years after the streetcar line along Military Avenue was abandoned, in 1953, construction on the Northwest Radial Highway began to more quickly move automobile traffic from northwest Omaha to downtown. The Highway followed the path of Military Avenue from approximately Fontenelle Boulevard at the east to Spencer Street at the west. The increased traffic flow necessitated its widening, which altered the character of the formerly narrow road.¹¹⁰

102 Orr, 56, 87.

103 Historically, Military Avenue has also been known as Military Road and Boulevard between North 40th and 72nd Streets. The road was laid out in 1857 by the federal government as part of the Overland Trail route. Its original purpose was to transport military supplies to Fort Kearney but it soon became a preferred route for civilians, first by settlers emigrating to the Pacific Northwest and later by farmers looking for an easy way into Omaha. It was purposely sited along high ground to give users a good vantage point of any potential dangers. Orr, 51; Douglas County Historical Society, "Omaha Street Names," Accessed December 4, 2017, http://www.omahahistory.org/Education_StreetNames7.htm.

104 Orr, 56.

105 Orr, 50-58; Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska" Omaha Historic Building Survey (Omaha: Nebraska State Historical Society and the City of Omaha, 2002), 10-12.

106 Orr, 56-58, 104, 107.

107 Orr, 146.

108 Orr, 167.

109 Orr, 185.

110 Omaha World Herald, "Radial Work Starts Monday," February 26, 1953; Orr, 51.



The Orchard Hill commercial area had its beginnings in 1886, when Clifton E. Mayne, a real estate developer, acquired most of the land on the east side of Hamilton Street between North 40th Street and Military Avenue, and all of the land on the east side of Military Avenue to Seward Street.¹¹¹ Mayne called his plat Orchard Hill and he soon began to sell lots, promising a deal for those buyers who would build a house on their lot by the summer of 1886.¹¹² Mayne happened to be one of the founders of the Benson Motor Railway, which, in 1887, built a streetcar line from North 40th and Cumming Streets to the new suburb of Benson.¹¹³ The streetcar line ran along Hamilton Street from North 40th Street to Military Avenue, where it turned northwest towards Benson. The block at the southwest corner of North 40th and Hamilton Streets was platted in July 1887, one month before the streetcar's arrival, as Shaw's Sub-Division.¹¹⁴ At the west end of the commercial area, the Omaha Belt Line crossed Hamilton Street directly east of Military Avenue. This line was a 15-mile-long railroad that circumnavigated the city beginning in 1885. Initially, the line only served freight but, by 1888, it was also transporting passengers.¹¹⁵ Alongside its tracks, industries, such as lumber, coal and steel works, were built that made use of the rail line to transport supplies and finished products.¹¹⁶

The first commercial buildings along this section of Hamilton Street and Military Avenue went up in the 1890s. Most were one-story tall. The most imposing building was the two-story, two-bay-wide, brick building on the southwest corner of North 40th and Hamilton Streets (1324 N. 40th Street). Early on it housed a drug store in its north bay. By the late 1910s, there were small clusters of commercial development separated by empty lots along both Hamilton Street and Military Avenue. The greatest concentration of commercial buildings existed at the intersections of North 40th and Hamilton Streets and Military Avenue and Hamilton Street. Only one single-family residence was situated on the east side of Hamilton Street while Military Avenue had a greater number of dwellings in between the commercial buildings. Businesses at the time included a dress maker, a livery, a harness shop, a bicycle repair shop, and a flour and feed store. There was also a fire station between North 40th and 41st Streets. Two large scale commercial operations were situated along Military Avenue, adjacent to the Belt Line Railway: Patrick Lumber Co. Lumber Yard and the Nebraska Hay and Grain Company Feed Mill.¹¹⁷

Over the next few decades, the lots along Hamilton Street and Military Avenue continued to fill in. Nearly every lot on the east side of Hamilton Street between North 40th and 42nd Streets and both sides of Military Avenue from Hamilton to Seward Streets contained a building by the 1960s; most were commercial. The densest part of the district was on the west side of Military Avenue between Hamilton and Charles Streets. The streetcar line through this area was abandoned in 1948.¹¹⁸

Today, ten buildings of varying sizes have been lost, most of which were located at the west end of Hamilton Street and along Military Avenue. However, the district continues to retain many of its commercial buildings, including those that defined the west corners of the North 40th and Hamilton Streets intersection and the northwest corner of Hamilton Street and Military Avenue.

111 The only portion of land on the east side of Hamilton between 40th Street and Military Avenue not platted by Mayne was Dennet's Subdivision, which occupied about the west one-third of the block between 40th and 41st Streets. Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 14; Douglas County Engineer, Land Survey Records.

112 Omaha World Herald, "Real Estate Broker," March 11, 1886.

113 Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 10-11.

114 Douglas County Engineer, Land Survey Records.

115 Orr, 42, 46, 66.

116 Mead and Hunt, "Reconnaissance Survey of Elmwood Park Neighborhood," Omaha Historic Building Survey (Omaha: Nebraska State Historical Society and the City of Omaha, 2011), 2.

117 Sanborn Map Company, 1918, Vol. 1, Sheets 79 and 81, Vol. 4, Sheets 460, 479, 480; Baist Real Estate Atlas of Omaha, Nebraska (1918), Plates 14, 27, and 28.

118 Orr, 180.

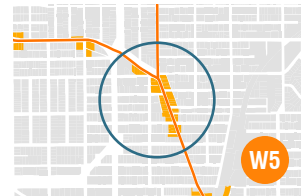


Above: No date. Streetcar heading west on Hamilton Street near Military Avenue. Chuck Bulger.

W5

RADIAL HILLS

Military Avenue from North 45th Avenue to Decatur Street



The parcels within this commercial district began their development in 1883. In that year, the lots on the west side of Military Avenue from roughly Patrick Avenue to Decatur Street were subdivided as part of Saunders' and Himebaugh's Addition. Alvin Saunders, the last territorial governor of Nebraska before it became a state, and Samuel D. Mercer, an early proponent of Omaha's streetcar network, were two of the four owners of this addition. The remainder of the lots along this stretch of Military Avenue were subdivided in 1886 (Baker Place), 1887 (Clifton Hills), and 1909 (Creighton's 2nd Addition).¹¹⁹ As this area began to take shape, a streetcar line arrived along Military Avenue, running from North 40th and Cuming Streets west to the new suburb of Benson in 1887.¹²⁰

Commercial development did not begin here until after the turn of the twentieth century. By 1918, small clusters of commercial buildings existed at the north end of the corridor, near the intersections of Grant and Burdette Streets, as well as the southwest end in the block between Parker and Decatur Streets. There was a total of ten storefronts. Most of the parcels between Decatur Street and North 45th Avenue were vacant, seven were occupied by single-family homes and at the southeast end there was a large cornfield.

The area really began to fill in by the 1920s and thereafter. In 1928, the Military Theater was constructed at Military Avenue and North 45th Street (2216 Military Avenue). The theater was operated by the Omaha Suburban Theaters, Inc. and could seat around 1,000 people. In addition to the theater, the building contained three integrated storefronts.¹²¹ Other businesses active by this time included the Clifton Hill Pharmacy (2213 Military Avenue, active c. 1905-1963, non-extant) and a branch of the Piggly Wiggly grocery and meat market chain (2211 Military Avenue, opened in 1922).¹²²

119 Douglas County Engineer, Land Survey Records.

120 Orr, 56-58.

121 Omaha World Herald, "New Suburban Theater for Omaha," January 8, 1928.

122 Omaha World Herald, "Clifton Hills Pharmacy Advertisement," November 2, 1905 and September 22, 1963; Omaha World Herald, "Opens Two More Stores," August 18, 1922.

These businesses were located within the blocks containing the greatest concentration of commercial buildings by the 1960s – situated between Grant and Burdette Streets on the east side of Military Avenue and between Grant Street and Patrick Avenue on the west side. A handful of vacant lots remained near the Burdette Street intersection. Northwest of Grant Street and south of Patrick Avenue, small clusters of shops intermingled with residences, most of which were single-family homes.¹²³ While the streetcar line along Military Avenue was abandoned in 1948,¹²⁴ this area remained an active commercial corridor for at least a few decades thereafter.

Today, many of the storefronts have been altered, often with their storefronts partially or fully filled in. Six commercial buildings, one filling station, and all the buildings on the west half of the block between North 45th Avenue and North 47th Street (Northwest Radial Highway today) have been demolished. The removal of the commercial buildings has caused noticeable holes in the once dense north end of the district, but the area benefits from the retention of the prominent Military Theater and the remaining row of buildings to its east.



Above: No date. Military Theater. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS11P-007.

123 Sanborn Map Company, 1962, Vol. 4a, Sheets 460, 479, 480.
124 Orr, 180.



Development in this area began in the late 1880s. In 1886, the south side of North 48th Street and Northwest Radial Highway was platted, as Baker Place to the east and Grammercy Park to the west. One year later, streetcar service commenced along what was then Military Avenue, running from North 40th and Cuming Streets and ending at North 63rd and Maple Streets, within the new suburb of Benson. The north side of the intersection was not platted until the 1910s. In 1910, the east side was acquired and subdivided as an annex to Clairmont Heights, a new suburb directly to the east that was developed in that same year. The west side of the intersection was not platted until 1913, when it became Wearne Park, a new subdivision that invited potential buyers to “Grasp this opportunity to buy a lot in the path of Omaha’s growth” and touted the area’s adjacency to the Benson streetcar line.¹²⁵

By 1918, many lots in the vicinity, including those along Military Avenue, remained empty. The only commercial building was at the southeast corner of the intersection (extant). In the coming decades, more construction occurred, including the addition of commercial buildings at the northwest and southwest corners of the intersection and a residence at the northeast corner. In 1925, brothers Bernard and Jacob Gross purchased three lots at the southwest corner of the intersection and constructed a six-bay building (4803 Military Avenue). The building originally contained a drug store, a Hinky Dinky grocery store, a baker, and a barber shop. Hinky Dinky, the longest tenant in the building, remained in operation there until 1963.¹²⁶ In 1936, Anton Kettler built the two-story building at 4802 Military Avenue, with an addition to the south built in that same year. The building had a drug store and dance studio on the first floor, and a medical clinic on the second floor.¹²⁷ The drug store, Clairmont Pharmacy, was operated by Wallace J. Langdon until his death in 1969.¹²⁸ It then became Beaton Pharmacy and remained in business until at least 1980.¹²⁹



Above: 1964. Street repair work on Military Avenue after the streetcar tracks were removed, showing the commercial area at 48th Street in the background. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS22A(8)-094.

125 Douglas County Engineer, Landy Survey Records; Omaha World Herald, Wearne Park advertisement, October 11, 1913, 20.

126 National Register of Historic Places, “J.A. Gross Commercial Building,” Omaha, NE, National Register #100001354.

127 City of Omaha, Permit Building Plans, 4802 Military Avenue, 1936.

128 Omaha World Herald, Thompson Dance Studios advertisement, September 13, 1936, 26; Omaha World Herald, “Death Comes to Druggist,” May 21, 1969.

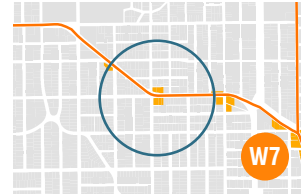
129 Omaha World Herald, Beaton Drug advertisement, December 28, 1980, 6.

The streetcar line that ran through this area was abandoned in 1948.¹³⁰ Five years later, the newest commercial building in the area, set back to accommodate a parking lot in front, was built at the southeast end of the commercial area.¹³¹ Also in the early 1950s, the streetscape of Military Avenue near the intersection changed with the construction of the Northwest Radial Highway.¹³² The widening of the road for the new highway necessitated the shrinking of the building at 4802 Military Avenue, where approximately eight feet at the south end was removed. The building was then refaced and new openings were made.¹³³ Today all the commercial buildings from the streetcar era remain standing, although those at the northwest and southeast corners have been heavily altered to reflect changing tastes.

W7

METCALFE HARRISON

North 50th Street and Northwest Radial Highway



This area was first platted in 1886. One year later, in 1887, the Benson Motor Railway introduced a car line along this stretch of Northwest Radial Highway, which was historically known as Military Avenue. Beginning in the 1920s, a small commercial district arose on the east side of the intersection, within the Mount Pleasant (north side) and Grammercy Park (south side) subdivisions. By the 1930s, the east end of the intersection at both the north and south sides contained two one-story commercial buildings. East of the commercial buildings to the north lay the U-shaped, two-story Belle Clair Court Apartments. Other nearby lots contained single-family residences. During the 1920s and 1930s, businesses in this small commercial area included two grocery stores, a beauty shop, and a plumbing business.¹³⁴ The building at 4970 Military Avenue was built in 1927 as a branch of the Piggly Wiggly grocery and meat market chain, which operated 26 stores in Omaha and Council Bluffs at the time and was notable as one of the first grocery stores to adopt a self-service approach.¹³⁵



Above: 1954-09-01. Looking east on Military Avenue to the commercial area at 50th Street, after the streetcar tracks were removed. From the Permanent collection, from The Durham Museum. Identifier 1992.45.53.039.

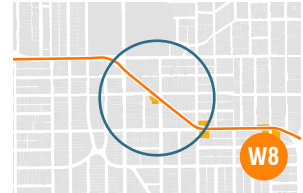
- 130 Orr, 180.
- 131 Sanborn Map Company, 1962, Vol. 4a, Sheets 475, 491.
- 132 Omaha World Herald, "Radial Work Starts Monday," February 26, 1953.
- 133 City of Omaha, Permit Building Plans, 4802 Military Avenue; Douglas County Assessor, 1941 and 1955 Aerial Views of 48th and Military.
- 134 Omaha World Herald, C.B. Edquist Grocery advertisement, December 22, 1933; Omaha World Herald, Unique Beauty Shop advertisement at 4967 Military, August 6, 1933; Omaha World Herald, Ray Anderson Plumbing advertisement at 4963 Military, August 3, 1929.
- 135 Omaha World Herald, "Piggly Wiggly Expands Chain of Omaha Stores," January 27, 1927; Piggly Wiggly, "About Us," Accessed December 4, 2017, <https://www.pigglywiggly.com/about-us>.

The streetcar along Military Avenue was abandoned in 1948.¹³⁶ When the Northwest Radial Highway was added along this portion of Military Avenue in the 1950s, it resulted in changes to the streetscape. Near the intersection of North 50th Street and Northwest Radial Highway, the street was widened for the new thoroughfare, which caused the intersection's northeast corner to be cut back at a diagonal, and may have necessitated the demolition of the northeast corner's commercial building. The widening also led to decreased setbacks for all buildings in this area that adjoined the new highway route.¹³⁷ The newest building in the commercial area was added in the late 1950s at the south side of Northwest Radial Highway, to the east of the existing buildings. Today all but one building dating from the streetcar era remain standing.

W8

COUNTRY CLUB

North 51st Street and Northwest Radial Highway



A streetcar line first appeared along this stretch of Northwest Radial Highway (historically Military Avenue) in 1887. The streetcar line prompted small pockets of commercial development, interspersed with residences and churches, along Military Avenue, although it was not until after the Country Club neighborhood was developed in 1926 that commercial buildings went up between North 51st and Miami Streets. This commercial area was originally platted as part of Cunningham's Sub Addition but by 1926 became part of the Country Club Addition.¹³⁸ Theodore W. Metcalf, one of the land owners, developed the Country Club neighborhood just to the west on the site of a former golf course. Metcalf's original vision for the Addition was of a cohesive shopping district called Country Club Plaza with buildings designed in the Spanish Revival Style and a location that was within easy walking distance of his suburban neighborhood.¹³⁹



Above: No date. Looking east on Military Avenue at 52nd Street, showing the commercial area between North 51st and Miami Streets in the background. From the William Wentworth collection, from The Durham Museum. Identifier WW34-004.04.

¹³⁶ Orr, 180.

¹³⁷ Works Progress Administration, *Atlas: City of Omaha* (1937), Plates 70, 73; Sanborn Map Company, 1962, Vol. 4a, Sheet 491.

¹³⁸ Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 27; Douglas County Engineer, Land Survey Records.

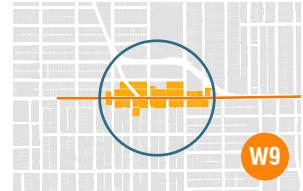
¹³⁹ National Register of Historic Places, "Country Club Historic District," Omaha, NE, National Register #04001410; Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 17

Metcalf's vision of a unified commercial district did not materialize; however, commercial buildings did go up within the Addition in the next decade. In the early 1930s, S.H. Rosenberg oversaw construction of the building at 5113-5115 Military Avenue and altered the existing frame building at 5101 Military Avenue. These buildings contained a restaurant, beauty salon, and pharmacy in their early years. The pharmacy, called Country Club Pharmacy and run by Ernest Schmidt, was in the furthest west bay of 5113-5115 Military Avenue and operated from c. 1935 to c. 1955.¹⁴⁰ In 1948, the streetcar line along Military Avenue was abandoned.¹⁴¹ Five years later, in 1953, Military Avenue, at this location, was widened to accommodate the new Northwest Radial Highway.¹⁴² Although the character of the street changed, many of the streetcar-era buildings remained intact, including those between North 51st and Miami Streets.

W9

BENSON

Maple Street (2900 north) and Military Avenue



Benson has its beginnings in 1887, when the enterprising Erastus Benson purchased 900 acres of farmland along Military Avenue, nine miles northwest of Omaha, which he platted for residential development. In that same year, Benson, along with two associates, established and built a streetcar line out to the new suburb. By the 1890s, Benson was not as dense as its namesake had intended but it nevertheless had a smattering of businesses, residences, and a schoolhouse, which clustered along the enclave's main thoroughfare, Mayne Street (present day Maple Street). Prior to 1890, businesses in the area included a general store, a saloon, a blacksmith, and a wagon shop. A bakery and grocery store were added in the succeeding decade.¹⁴³

In 1897, Benson was large enough to incorporate as a village. Its increased density was aided by the addition of more transportation lines, both streetcar and freight; ambitious housing developers; as well as Omaha's ever expanding western boundaries, which made Benson seem less remote than it had previously appeared. By 1905 there were 25 businesses located along Maple Street and Military Avenue. In 1908, the increased commercial activity inspired area business owners to found the Benson Commercial Club, which remains in existence today. Early businesses operated out of simple frame buildings, but by the 1900s fear of fire led to an ordinance requiring all new buildings within the business district to be constructed of fireproof materials like brick and stone.¹⁴⁴

Benson incorporated as a city in 1907 but was annexed just 10 years later, in 1917, by the city of Omaha. At the time of its annexation the city of Benson had 5,000 residents.¹⁴⁵ The 1918 Sanborn shows a variety of businesses lining Maple Street and Military Avenue, with the densest area being at the point where the two streets intersect. Further away from this intersection, some parcels remained empty. Businesses in 1918 included banks, hardware stores, restaurants, a billiards hall, a movie theater, a bakery, and a bowling alley. There were also several auto-oriented businesses, including storage garages.¹⁴⁶

¹⁴⁰ Omaha World Herald, March 1, 1931, 30; Omaha World Herald, August 5, 1933, 3; Omaha World Herald, July 29, 1934, 23; Omaha World Herald, May 25, 1955, 17.

¹⁴¹ Orr, 180.

¹⁴² Omaha World Herald, "Radial Work Starts Monday," February 26, 1953.

¹⁴³ Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 10-12.

¹⁴⁴ Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 13-14.

¹⁴⁵ Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 15.

¹⁴⁶ Sanborn Map Company, 1918, Vol. 4, Sheets 465, 466.

By 1930, as an Omaha suburb, Benson's population increased to 11,266. This growing community spurred further development within the commercial core so that, by 1935, it contained 110 businesses, with new buildings filling in most of the gaps that remained along Maple Street between North 59th and 63rd Streets.¹⁴⁷ In 1948, dwindling streetcar ridership led to the abandonment of the streetcar line along Maple Street, and its replacement by a bus route.¹⁴⁸ The disappearance of the streetcar line, along with the completion of the Northwest Radial Highway directly to the northwest, caused most of the later (auto-oriented) development in the area to take place outside of Benson's commercial core.¹⁴⁹ In a way, the diversion of traffic to Northwest Radial actually served to benefit Benson's historic streetcar-spurred density. For while a handful of noticeably auto-oriented buildings and parking lots dot the outskirts of the district, one and two-story pedestrian-oriented buildings remain the dominate form along Maple Street and Military Avenue.



Above: Circa 1890s. Benson pre-1900, showing streetcar tracks on Maple Street, just east of Military Avenue. From the John Savage collection, from The Durham Museum. Identifier JS36-195.

Farnam/Dundee

Historically, Farnam Street (300 South) served as Omaha's main east-west thoroughfare. West of South 15th Street, the road rose and fell at a steep grade, with the highest peaks at South 18th and 25th Streets. The hilly terrain made it difficult to accommodate streetcars and hindered the westward expansion of tracks until after 1884. By that time, the city completed leveling off the road west of downtown by cutting down the peaks and filling in the valleys.¹⁵⁰ Three years later, in 1887, the Omaha Horse Railway's Farnam Street line was extended from downtown to South 36th Street. Between 1887 and 1889, an extension brought the Farnam Street horse car line to South 41st Street. In 1890, an electric line, one of the first in Omaha, made its maiden journey from South 11th and Farnam Streets west to South 41st Street. One year later, in 1891, South 40th Street, at Farnam Street, became the eastern terminus for a horse car line to the new western suburb of Dundee Place.¹⁵¹

147 Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 15-16, 18; Sanborn Map Company, 1962, Vol. 4a, Sheets 465, 466.

148 Orr, 180.

149 Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Omaha, Nebraska," 19-20.

150 Orr, 37-39.

151 Orr, 39, 62, 99, 106.

The Metropolitan Cable Railway oversaw construction of the horse-drawn streetcar line to the Dundee Place suburb. The line, which was one-and-a-half miles long, began at the terminus of the West Farnam line, on South 40th and Farnam Streets, ran north on South 40th Street to Dodge Street (100 South) and then proceeded west on Dodge Street to 49th Street. At 49th Street, it turned north to Underwood Avenue, and then continued west into the heart of the village of Dundee.¹⁵² The Metropolitan Railway Company later attempted to extend the Dundee line east of 40th Street into downtown Omaha, but were unsuccessful and in 1901 ownership of the Dundee line was taken over by the Omaha Street Railway.¹⁵³

Improvements to, and expansions of, the West Farnam and Dundee lines occurred in the first decade of the 1900s. In 1903, with the consolidation of all the streetcar lines in Omaha under the Omaha and Council Bluffs Street Railway Company (O&CB), the Dundee line from South 40th and Farnam Streets to North 48th and Dodge Streets was rebuilt. The plan was to make this a through line running from Dundee southeast to 10th and Bancroft Streets.¹⁵⁴ In 1907, the 40th Street line was extended further north of Dodge Street to connect Farnam Street with Cuming Street.¹⁵⁵ In 1908, a loop was added to the Dundee line, known as the Happy Hollow Club extension, whereby the tracks were extended two blocks west on Underwood Avenue to the gate of the Happy Hollow Club. There, the cars turned back east and ran to North 50th Street, turned south to Dodge Street and rejoined the junction at 49th Street.¹⁵⁶

W10

BLACKSTONE

South 40th and Farnam (300 south) Streets



The Blackstone commercial district emerged around the turn of the 20th century to serve residents of the elite West Farnam / Gold Coast suburb. Development of the suburb began in 1885, with many of Omaha's wealthy business, financial, and social leaders building grand mansions for themselves on what was then the fringes of the city. The area between South 35th Avenue and South 40th Street was divided into six different plats between 1883 and 1904. The largest plats, both acquired and divided in 1885, were located at the west half of the strip, Jerome Park on the north side of Farnam Street and Highland Place on the south side.¹⁵⁷ In 1889, the West Farnam suburb and the adjoining neighborhoods were annexed by Omaha as the city continued its westward expansion.¹⁵⁸

In 1887, a streetcar route arrived to the West Farnam area. In the coming years, the line was extended further west along Farnam Street. The street became the West Farnam suburb's main thoroughfare and as such, a draw for commercial development.¹⁵⁹ By 1915, businesses included two grocery stores, a plumber, a rug company, a barber, a hardware store, and a café.¹⁶⁰ The 1918 Sanborn map indicated all commercial building clustered close to the intersection of South 40th and Farnam Streets. East of that position, the lots toward South 35th Street were filled with single-family residences, two large apartment buildings – the Colonial Apartments and the Colbert Apartments – and three attached dwellings. There were also two filling stations and two automobile garages that reflected the growing popularity of the automobile by this time. The Blackstone Hotel, built as a residential hotel in 1916, acted as an anchor at the southwest end of South 36th and Farnam Streets.

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- 152 Omaha World Herald, "Dundee Place Street Cars, They Arrive and the Line Will be in Operation Today," June 4, 1891; Orr, 106, 185.
 - 153 Orr, 151.
 - 154 Orr, 159.
 - 155 Orr, 167.
 - 156 Omaha World Herald, "Double Tracking the Car Line Out to Dundee," May 9, 1908.
 - 157 Douglas County Engineer, Land Survey Records.
 - 158 National Register of Historic Places, "Gold Coast Historic District," Omaha, NE, National Register #97000237.
 - 159 National Register of Historic Places, "Gold Coast Historic District," Omaha, NE, National Register #97000237; Orr, 39, 62, 99.
 - 160 City Directory, Omaha, NE (In Print at the W. Dale Clark Omaha Public Library, 1866-current), 1915.
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Above: January 1952. A streetcar passes through the intersection of South 40th and Farnam Streets. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS36-008.

In subsequent decades, Farnam Street took on an even more commercial character, particularly at the north side of the street. The intersection of South 40th and Farnam Streets became profuse with one-story commercial buildings and the two-story Streamline Moderne Admiral Theater (non-extant).¹⁶¹ Further to the east, commercial buildings went up on previously empty lots, including the entire north block between South 35th and 36th Streets; two commercial buildings replaced single-family residences; two large mansions were converted into funeral homes; and a large filling station was added at the southwest corner of South 38th and Farnam Streets.¹⁶² The streetcar along this corridor was abandoned in 1955.

Today, this part of Farnam Street remains active with a mix of commercial, single-family and multi-family buildings. The Storz Mansion (3708 Farnam Street) is notable as the only extant grand mansion along Farnam Street within the historic West Farnam / Gold Coast neighborhood.¹⁶³

161 Omaha World Herald, "Begin Work Soon on New Admiral Theater," March 9, 1941.

162 Sanborn Map Company, 1918, Sheets 418, 41, 420, 421; Sanborn Map Company, 1962, Sheets 418, 41, 420, 421.

163 National Register of Historic Places, "Gold Coast Historic District."



A Dodge Street commercial area evolved at the east end of the village of Dundee, a middle-class suburb with beginnings in the late 1880s that was officially incorporated in 1894.¹⁶⁴ The parcels on both sides of Dodge Street were platted as part of Dundee Place. However, those on the north side of the street were subdivided 27 years before those on the south and by a different developer. The north side was platted in 1888 by the Patrick Land Company while those on the south side of the street were subdivided in 1915 by Dundee Realty Co. and Reed Brothers, Inc.¹⁶⁵

The Patrick Land Company oversaw construction of a horse-drawn streetcar line to the area in 1891.¹⁶⁶ The streetcar line increased Dundee's appeal with prospective residents and helped it to grow quickly. At the same time, Omaha continued to expand its borders westward and soon set its sights on absorbing the thriving village. In 1915, the city did exactly that and Dundee became a part of the municipality.

By the late-1910s, this commercial area remained sparsely developed. Small groupings of commercial buildings existed at the southeast corner of South 50th and Dodge Streets (extant but re-clad to match the adjacent storefront) and the northeast corner of North 49th and Dodge Streets (non-extant). Other buildings included two filling stations, an automobile garage, four apartment buildings, and a handful of single-family residences. Over time, Dodge Street became a more heavily trafficked route and thus attracted a greater amount of commercial development. By the 1920s, the blocks in this district began to fill in. The Dundee Theatre, a motion picture house, was constructed adjacent to a row of shops at the northeast corner of North 50th and Dodge Streets in 1925.¹⁶⁷ One year later, the Hillcrest building was constructed at the northwest corner of North 49th and Dodge Streets. Architect James T. Allen designed the two-story building, which early on contained a restaurant – the Sunset Tea Room – and a dress shop, a grocery, the Club Aluminum Company, and a fur shop.¹⁶⁸ By 1930 the commercial area boasted three grocery stores, a druggist, and a dry cleaner.¹⁶⁹ In 1955, the Dundee streetcar line was discontinued; notable as the last running car line in Omaha's once vast network.¹⁷⁰

Today, Dundee Place remains a thriving commercial district with most of its historic built fabric intact. The only historic buildings to be removed were located at the northeast corner of North 49th and Dodge Streets, where a Walgreens Pharmacy stands today.



Above: September 29, 1938. Looking east on Dodge Street from 50th Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF60-375.

- 164 National Register of Historic Places, "Dundee/Happy Hollow Historic District," Omaha, NE, National Register #05000726.
- 165 Douglas County Engineer, Land Survey Records.
- 166 Omaha World Herald, "Dundee Place Street Cars, They Arrive and the Line Will be in Operation Today," June 4, 1891; Orr, 106, 185.
- 167 Omaha World Herald, "Values Grow on West Dodge," February 7, 1926.
- 168 City Directory, Omaha, NE, 1928.
- 169 City Directory, Omaha, NE, 1930.
- 170 Orr, 182.



The Dundee commercial district arose at the heart of the village of Dundee. The vision for the village emerged in the late 1880s and it was officially incorporated in 1894. The initial boundaries of the village were from North 48th to 52nd Streets and Dodge to Cuming Streets.¹⁷¹ The parcels on both sides of Underwood Avenue were platted as Dundee Place in 1888 by the Patrick Land Company. The Patrick Land Company was named for John Nelson Hayes Patrick, the first resident of this area who developed his large tract of land at the western fringes of Omaha into a middle-class residential suburb.¹⁷²

To attract residents to the new suburb, the Patrick Land Company built a streetcar line in 1891. Early on, the village of Dundee had strict covenants regulating the appearance and types of development that could occur within its boundaries. One rule stipulated that commercial development could only occur between North 48th to 52nd Streets along Underwood Avenue.¹⁷³ For this reason, the intersection of North 50th Street and Underwood Avenue became the commercial core of the village. The first extant commercial buildings there were constructed in the early 1910s. The two-story brick Harte Block, at the southwest corner of North 50th Street and Underwood Avenue, was built in 1912 as a replacement to a brick building of the same name that burned down in 1911. In 1914, a combination fire station and village hall was built a few lots to the east (4923 Underwood Avenue).¹⁷⁴



Above: No date. Carl S. Baum Drug store at North 50th Street and Underwood Avenue. William Wentworth Collection, the Durham Museum. Identifier WW250-001(01)

- 171 Daniel Rock, ed., *Dundee, Nebraska: A Pictorial History* (Omaha, NE: Shurson Publishing, 2000), 9-11.
 172 Rock, ed., *Dundee, Nebraska: A Pictorial History*, 1-8.
 173 Omaha World Herald, "Our Omaha Suburbs," September 10, 1911.
 174 Rock, ed., *Dundee, Nebraska: A Pictorial History*, 14-17.

Dundee's desire to provide its residents with municipal services such as a volunteer fire department soon proved unnecessary. One year later, in 1915, the city of Omaha successfully annexed the thriving suburb, despite the opposition of Dundee residents.¹⁷⁵ By 1918, the commercial area contained a movie theater, bakery, plumber, and drug store, all housed within one- and two-story commercial buildings at the south side of Underwood Avenue. A church, Dundee Presbyterian, stood at the northeast end of North 50th and Underwood Avenue and the remaining parcels either contained single-family homes or were vacant.

In the coming decades, this stretch of Underwood Avenue became more business oriented, with additional commercial buildings going up on vacant lots or replacing existing residential buildings, along both sides of the street. The church was replaced by a filling station, a 12-unit apartment building was constructed at the southwest end (5017 Underwood Avenue), and a Catholic school was built half-a-block south of the main intersection (608 N. 50th Street). In 1955, the Dundee streetcar line was abandoned; notable as one of the two final car lines in operation when streetcar service ended in Omaha.

Today, the commercial area retains much of its historic appearance, with all the streetcar era buildings extant in 1962 still standing today. Six single-family residences in the area have been demolished while the former school has been converted into apartments.¹⁷⁶

Leavenworth

In 1882, a streetcar line was installed along Leavenworth Street (800 South) between 27th Street and Park Avenue (now 29th Avenue), as part of the Omaha Horse Railway's extension from downtown to Hanscom Park.¹⁷⁷ By 1886, a group of property owners were agitating to get the tracks extended further west on Leavenworth Street. The extension occurred in 1888, when a horse rail line was laid from South 16th Street to about 38th Street, where a crossing for the Belt Line Railway was located.¹⁷⁸ The Belt Line Railway, a 15-mile long railroad loop around the city, was constructed in 1885 to serve freight and, for a time, passenger traffic.¹⁷⁹ Manufacturing enterprises, such as lumber, coal and steel works, went up alongside the tracks as the railway made it easy for them to transport raw materials and finished products. These businesses brought jobs to the area, and encouraged residential development nearby, often attracting those who wanted to live close to their place of employment.¹⁸⁰

In 1890, the Leavenworth Street line was converted to motorized cars, one of the first lines in Omaha to be electrified. That same year, the streetcar company promised to extend the tracks further west on Leavenworth Street, to South 48th Street, but such an extension did not occur until 1895.¹⁸¹ The 1895 extension was done to provide transportation to the state fairgrounds. The streetcar company built tracks from South 38th and Leavenworth Streets all the way west to South 61st Street and Woolworth Avenue, the northeast corner of the fair's site. The route ran west on Leavenworth Street until South 60th Street, where it turned south and ran to Woolworth Avenue, then turned west before ending at South 61st Street. In addition to providing transportation to the state fair site, the new route also allowed people easier access to Elmwood Park, the east entrance of which was situated at 60th and Leavenworth Streets.¹⁸² Around 1901, when the state fair was moved permanently to Lincoln, the tracks to Elmwood Park and further west were removed. This made it difficult for those without automobiles or buggies to reach Elmwood Park. Park promoters began to argue for the reinstallation of a line and in 1910, the streetcar company complied, reinstalling tracks along Leavenworth to the east entrance of the park.¹⁸³ Thereafter, residential development near Elmwood Park greatly increased.¹⁸⁴

175 Rock, ed., Dundee, Nebraska: A Pictorial History, 20-21.

176 Sanborn Map Company, 1962, Vol. 4, Sheets 436, 437.

177 Orr, 30-31.

178 Orr, 45, 70.

179 Orr, 42, 46, 66.

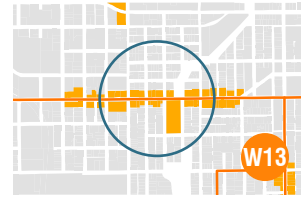
180 Mead and Hunt, "Reconnaissance Survey of Elmwood Park Neighborhood," 2.

181 Orr, 86, 100, 121.

182 Omaha World Herald, "Omaha's Jubilee Day Here State Fair Grounds Will be the Mecca for All Patriotic Citizens," September 6, 1895; Orr, 121.

183 Omaha World Herald, "Want Street Car Line Extended on Leavenworth," September 12, 1908; Omaha World Herald, "Beautiful Elmwood Again Coming into Its Own," September 11, 1910.

184 Mead and Hunt, "Reconnaissance Survey of Elmwood Park Neighborhood," 2.



Parcels within the Leavenworth Park commercial area began to be subdivided in the late 1860s.¹⁸⁵ At that time, the area was on the western edge of Omaha. By 1880, Omaha's city limits extended as far west as South 48th Street and development there began to take off.¹⁸⁶ In 1888, the streetcar line was extended from South 16th Street to South 38th Street, where the Belt Line Railroad crossed Leavenworth Street.¹⁸⁷ By the early 1900s, most of the parcels between South 31st and 38th Streets remained vacant but small clusters of commercial buildings did exist on the north side of the street between South 31st and 32nd Streets and between South 34th and 35th Streets, as well as on the south side of the street between South 31st and 33rd Streets. As of 1918, businesses within these buildings included a bakery and a grocery. A brickyard, owned by Nels Scieroe, occupied a large parcel on the north side of the street between South 31st and 33rd Streets. A handful of single-family homes were located on the other occupied parcels along the street.¹⁸⁸

In 1926, St. Mary's Avenue, which historically ended at South 27th Street, was extended west to South 31st Street, where it fed into Leavenworth Street.¹⁸⁹ Sometime before 1934, a two-story brick building that followed the new diagonal slant of the street was constructed, with three storefronts at the first story (3114 St. Mary's Avenue). By this time, more commercial development was present between South 31st and 38th Streets, particularly on the south side of the street, and the area benefited from the addition of Leavenworth Park, a large green space between South 34th (Turner Boulevard) and 35th Streets.¹⁹⁰ In 1947, the streetcar line along Leavenworth Street was discontinued.¹⁹¹

Today Leavenworth Street is a busy corridor linking downtown Omaha to neighborhoods further west. Many of the residences that once dotted the street have either been converted for commercial purposed or removed for new commercial buildings or parking lots. Since 1962, six commercial buildings and six residences have been removed.¹⁹² The greatest concentration of commercial buildings is located between South 31st and 34th (Turner Boulevard) Streets, primarily on the south side of Leavenworth Street.



Above: January 1952. Looking west down Leavenworth Street from South 31st Street. John Savage. From the John Savage Collection, from The Durham Museum. Identifier JS36-021.

185 Douglas County Engineer, Land Survey Records.

186 Mead and Hunt, "Reconnaissance Survey of Selected Neighborhoods in Central Omaha, Nebraska," Omaha Historic Building Survey (Omaha: Nebraska State Historical Society and the City of Omaha, 2003), 2.

187 Orr, 70.

188 Sanborn Map Company, 1918, Vol. 2, Sheets 183, 237, 238, 244.

189 Omaha World Herald, "Koutsky Outlines Big Program for Better Streets," May 22, 1924; Orr, 185.

190 Sanborn Map Company, 1934, Vol. 4, Sheet 43.

191 Orr, 339.

192 Sanborn Map Company, 1962, Vol. 4, Sheets 404, 405, 406, 410, 411, 412.



The north side of Leavenworth Street between South 43rd and 44th Streets was platted in 1884 by John McCormick as McCormick's 2nd Addition.¹⁹³ In 1895, the area received direct streetcar service when the Leavenworth Street tracks were extended to provide transportation to the state fairgrounds further west.¹⁹⁴ In 1915, development began on the Leavenworth Heights neighborhood directly to the south. Leavenworth Heights encompassed the area from South 42nd to 45th Streets, Leavenworth to Pacific Streets.¹⁹⁵ This commercial area was conveniently located just north of the new neighborhood.

By 1918 three commercial buildings and a Nebraska Power Company transformer house had been built in the block between South 43rd and 44th Streets, all located on the north side of Leavenworth Street. The buildings were separated from one another by vacant lots and all stood one-story tall. The largest contained a dance hall. The other two were occupied by a blacksmith and an unidentified shop that had a residence attached to it. The surrounding blocks, most of which were also sparsely developed, contained single-family homes. Two blocks to the west, the University of Nebraska Medical College campus began to take shape.¹⁹⁶



Above: 1951. The Nebraska Power Company substation on Leavenworth Street at 43rd Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF304-1297.

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- 193 Douglas County Engineer, Land Survey Records.
 194 Orr, 86.
 195 Omaha World Herald, "Leavenworth Heights is Soon Going on Market," July 4, 1915.
 196 Sanborn Map Company, 1918, Vol. 4, Sheets 407, 408.
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In the coming decades, the commercial area expanded to the blocks east and west and the vacant parcels began to fill in. By 1937, the block between South 43rd and 44th Streets contained three small groupings of commercial buildings, separated from each other by vacant lots. At the east end, the Omaha Public Power District, successor to Nebraska Power Company, had demolished the existing transformer house and built a larger two-story building.¹⁹⁷ The streetcar line along this section of Leavenworth Street was abandoned in 1947.¹⁹⁸ Since that time, the Omaha Public Power District continued to expand its footprint in the area, cutting off South 43rd Street between Leavenworth and Jones Streets with an addition to their building by 1962. To the west, the University of Nebraska Medical campus also continued to grow, adding new buildings that cut off South 43rd Street west of Jones in the years after 1962.

Today, all but one of the streetcar-era commercial buildings remain standing. The former dance hall, one of the oldest buildings, is now part of Barrett's Barleycorn, a pub that serves as an anchor in the commercial area.

W15 ELMWOOD PARK

Leavenworth (800 south) and South 50th to South 52nd Streets



The Elmwood Park neighborhood emerged in the 1880s, just outside of the city of Omaha's western boundary.¹⁹⁹ In addition to the Leavenworth streetcar line, which first appeared along this stretch in 1895, the area benefited from its proximity to the Belt Line Railway and Elmwood Park. The Belt Line Railway was constructed a few blocks to the east in 1885 and a variety of manufacturing businesses soon went up along the route, providing jobs to people wanting to live nearby.²⁰⁰ A few blocks to the west of the commercial area, Elmwood Park was established in 1890 at the recommendation of H.W.S. Cleveland, a landscape architect and the visionary behind Omaha's parks and boulevard system. The park, with a rolling topography, crisscrossing ravines, natural springs, and large elm trees, was a showpiece of the park and boulevard system and a popular spot for those seeking an escape from the hustle and bustle of the city.²⁰¹

The south side of Leavenworth Street between South 50th and 52nd Streets was the first part of the Elmwood Park commercial area to be platted, in 1883, as the Himebaugh Addition. Three years later, in 1886, the north side of Leavenworth Street between 50th Street and 51st Avenue was subdivided as the Richmond Addition. West of this area, between 51st Avenue and 52nd Street, the land was not subdivided until 1915 when the area was then known as the Lockwood Addition. Just to the northeast of the commercial area, Holy Sepulcher Cemetery, a Catholic burial place on a forty-acre site, was laid out in the late 1860s.²⁰²

Initial slow growth in the commercial area and throughout the Elmwood Park subdivision was reflected by the fact that only a scattering of single family residences existed along Leavenworth Street between South 50th and 52nd Streets by the late 1910s. The area's residential population increased after the Leavenworth streetcar line was extended further west and after Omaha acquired the subdivision through annexation in 1917.²⁰³ More people living in the area created a greater need for nearby businesses and so small groupings of commercial buildings began to go up along Leavenworth Street between South 50th and 52nd Streets. In between the commercial buildings were residences, most of which were single-family, or empty lots.

197 Works Progress Administration, *Atlas: City of Omaha (1937)*, Plates 120, 121.

198 Omaha World-Herald, "Effective Today: Route Changes and Other Important Improvements in Omaha's Transportation Service," September 7, 1947.

199 By 1880, Omaha's city limits extended to 48th Street at the west. Mead and Hunt, "Reconnaissance Survey of Elmwood Park Neighborhood," 2. Orr, 42, 46, 66.

201 Mead and Hunt, "Reconnaissance Survey of Elmwood Park Neighborhood," 2; Omaha World Herald, "A Lovely Dell," May 30, 1890.

202 Arthur C. Wakeley, ed., *Omaha: The Gate City and Douglas County, Nebraska* (Chicago: The S.J. Clarke Publishing Company, 1917), 363.

203 National Register of Historic Places, "Wohlner's Neighborhood Grocery."



Above: May 18, 1949. Looking east on Leavenworth Street from 50th Avenue. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF2077-632.

By the 1920s, a three-bay, one-story building at the southwest corner of South 52nd and Leavenworth Streets contained a grocery store, a drug store, and a baker.²⁰⁴ To the east, another grocery store was in a one-story building at the northwest corner of South 50th and Leavenworth Streets while a dry-cleaning facility, Omaha Lace Laundry, opened in a two-story building across the street in 1927 (5007 Leavenworth).²⁰⁵ Omaha Lace Laundry remains in operation today as Omaha Lace Cleaners.

The Leavenworth streetcar line was discontinued in 1947.²⁰⁶ Since the early 1960s, only one streetcar-era commercial building between South 50th and 52nd Streets has been demolished, along with four single-family residences.²⁰⁷ The appearance of the area has been more dramatically altered by the construction of a large, 21-story apartment building and a small strip mall development on the south side of Leavenworth Street between South 51st and 52nd Streets.

Park Avenue/Center Street

The desire to bring a streetcar line to Hanscom Park emerged in the early 1870s after A.J. Hanscom and James G. Megeath, two of the city's streetcar system investors, donated land for a large green space at what was then the southwestern edge of Omaha. The green space became known as Hanscom Park and in the coming decades residences, and a few commercial areas, sprang up around it. Although Hanscom, who owned parcels adjoining the park that were intended for residential development, pushed to bring a streetcar to the area as early as 1875, that vision did not achieve realization until 1881.²⁰⁸

204 National Register of Historic Places, "Wohlner's Neighborhood Grocery."

205 Omaha World Herald, "West Omaha Grocery Co., 5002 Leavenworth Street" advertisement, February 27, 1920; Omaha World Herald, "Jealously Guarding...5006 Leavenworth Street," April 17, 1927.

206 Orr, 339.

207 Sanborn Map Company, 1962, Vol. 4, Sheet 464h.

208 Orr, 20.

In 1881, the Omaha Horse Railway company began to lay tracks for the Hanscom Park line, starting downtown from Farnam Street at 15th Street. At 17th and Howard Streets, the line met up with St. Mary's Avenue, a narrow lane that meandered southwest out of downtown at a diagonal incline. It then turned south at Park Avenue and ran until Woolworth Avenue, at the northeast corner of Hanscom Park. On April 30th, 1882, the line opened to the public and crowds of people took the opportunity to ride the cars out to one of the city's first parks. The cars were so packed that an additional team of horses had to be secured to pull them up the steep St. Mary's Avenue hill.²⁰⁹

In 1887, a second line was added down Park Avenue to Hanscom Park. The Farnam Street line, which ran east-west, was extended south at South 28th Street, turned west at Leavenworth Street, and then south at Park Avenue, terminating at Woolworth Avenue.²¹⁰ Also in 1887, a new streetcar company, Omaha Southwestern Railway, was formed to build a streetcar line that would run west of Hanscom Park to new residential suburbs. The western terminus for this line was the Belt Line railroad crossing at South 52nd and Leavenworth Streets. From there the line ran east down Center Street (then Park Street) (1900 South), turned north at South 32nd Avenue (then Madison Avenue), east at Pacific Street, and ran for three blocks, terminating at the Omaha Horse Railway line at Park Avenue. There people could switch cars and continue their way downtown.²¹¹

Plans to extend the Hanscom Park line south of the park emerged in 1889. The line would follow the Omaha Southwestern Railway route from Pacific Street to South 32nd Street, but would run further south of Center Street to Grover Street. By 1890, the line only ran as far south as Center Street.²¹² At an unknown date before 1907, the line was extended to Martha Street. In May of 1907, the line along South 32nd Avenue was finally extended to Grover Street. This remained the southern terminus until the line was eliminated in 1947.²¹³



Hanscom Park, founded in 1872 and named after A.J. Hanscom, one of sixteen men who organized Omaha's first streetcar line in 1867,²¹⁴ encouraged residential and commercial development in the surrounding area and along Park Avenue between Pacific Street and Woolworth Avenue.²¹⁵ Most of the lots within the Park Avenue commercial area were subdivided as part of Hanscom Place, which Hanscom platted in 1873. Parcels north of Park Avenue and Pacific Streets were platted as Rees Place in 1884 by Joseph M. Rees. In 1909, a small portion of the Hanscom Place parcels, on the west side of Park Avenue, one lot north of Harris Street and those between Harris Street and Poppleton Avenue, were subdivided again as Dean Place.²¹⁶

After the streetcar's arrival to Park Avenue in 1882, the area's density of building stock and people greatly increased. Park Avenue became notable for the number of large apartment buildings constructed along the thoroughfare in the 1890s and thereafter.²¹⁷ Commercial buildings also began to crop up along Park Avenue with the first commercial buildings clustered close to the intersection of Park and Woolworth Avenues. On the east and west sides at the north corners of the intersection, the Omaha Street Railway Company had a car house and a horse barn, respectively (non-extant). The southwest corner of the intersection defined the edge of Hanscom Park.

209 Orr, 30-32.

210 Orr, 53.

211 Orr, 57-58. At an unknown date before 1926, the streetcar line on Center Street, west of South 32nd Avenue, was eliminated.

212 Orr, 95, 102.

213 Orr, 109, 168. Grover Street no longer intersects with 32nd Avenue as it was eliminated with the construction of Interstate 80. Historically, Grover Street at this location was located four blocks south of Vinton Street.

214 Landmarks Heritage Preservation Commission, "A Comprehensive Program for Historic Preservation in Omaha" (Omaha, NE: City of Omaha Planning Department, 1980), 38.

215 Landmarks Heritage Preservation Commission, "A Comprehensive Program for Historic Preservation in Omaha," 22, 80; Orr, 15.

216 Douglas County Engineer, Land Survey Records.

217 Landmarks Heritage Preservation Commission, "A Comprehensive Program for Historic Preservation in Omaha," 45; Orr, 31.

By 1918 most of the commercial buildings that were standing in 1890 had been replaced; the only exception was a five-bay building at the southeast corner of Park and Woolworth Avenues (non-extant). At Park Avenue and Pacific Street, a small drug store stood at the east corner and the three-story L-shaped Normandie Apartments occupied a large plot at the west corner. Near the Park and Woolworth Avenues intersection, the streetcar house at the northeast corner was being used for storage while the horse barn to the west, no longer needed because the car lines had been electrified, had been removed and a livery now stood in its place.



Above: April 21, 1934. Julius Newman Grocery Store building at the northwest corner of Park and Woolworth Avenues. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF3250-047.

Empty lots continued to fill in over the next few decades. By the 1930s, businesses included a dry cleaner, a rug cleaner, a laundry facility, two drug stores, a bakery and a grocery.²¹⁸ The grocery was owned by Julius Newman, co-founder of the Hinky Dinky grocery chain, and was in an extant building at the northwest corner of Park and Woolworth Avenues (1340 Park Avenue).²¹⁹ Six more large apartment buildings, all standing three stories tall, had been added as well. Most of the apartment buildings faced onto Park Avenue, except the Madrid Apartments, which occupied a site on Woolworth Avenue west of Park Avenue. At the northeast corner of Park and Woolworth Avenues, a filling station replaced the car house while the livery to the west had been removed for a one-story, five-bay retail shop building.

In 1947, the streetcar route along Park Avenue was discontinued.²²⁰ Today, the area retains most of its historic building stock, including all the streetcar era commercial buildings and large apartment complexes. Six residences have been removed, and a handful of new buildings have been added, including four new apartment buildings.

218 Sanborn Map Company, 1934, Vol. 1, Sheets 49, 50.
 219 Omaha World Herald, "Newman Helped Change an Industry," February 17, 1991.
 220 Orr, 339.



South 32nd Avenue between Oak (3000 south) and Frederick (3050 south) Streets was platted in 1906. This area is part of the Iler Addition, which encompasses 6 full blocks and three half blocks between Oak and Spring Streets, South 32nd Street to South 32nd Avenue. Peter E. Iler's Interurban Land Company developed this area.²²¹ Iler was a wealthy Omahan who, in the late 1800s, operated the third largest distiller in the United States, Willow Springs.²²² The Iler Addition is at the south end of the Hanscom Park neighborhood.

In 1907, a streetcar line arrived to this area when the tracks along South 32nd Avenue, which had previously stopped at Martha Street, were extended south to Grover Street.²²³ For the next decade, only sparse development occurred along South 32nd Avenue south of Oak Street. By 1918 less than half the lots between Oak and Frederick contained buildings. Construction picked up in the decade after World War I and by the early 1920s, all three of the one-story multi-bay commercial buildings between Oak and Frederick were constructed, along with many new residences. In the early years, one building contained a grocery store (3001 South 32nd) and another a restaurant (3020 South 32nd Street).²²⁴

As the twentieth century progressed, increased automobile use led to a decline in streetcar ridership and the closure of streetcar lines like that along South 32nd Avenue. In 1947, the South 32nd Avenue streetcar line, which was known as the Park West line by that time, was replaced by a bus route. Since that time, some changes have occurred in this small commercial area but much of the historic fabric remains intact. Sometime after 1962, an addition and parking lot were added to the south of the commercial building at 3001 S. 32nd, which resulted in the demolition of two single family residences. Today, two of the commercial buildings house the Lo Sole Mio restaurant and banquet hall and the third commercial building contains three stores.



Above: March 29, 1939. Streetcar heading south on 32nd Street with Hanscom Park to the east. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1-1404.

221 Douglas County Engineer, Land Survey Records; Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 17.

222 Jim McKee, "Omaha was home to the third largest distiller in nation," Lincoln Journal Star, June 26, 2011, Accessed December 4, 2017, http://journalstar.com/news/local/jim-mckee-omaha-was-home-to-the-third-largest-distiller/article_b1a8ed73-ba56-5b0f-b3f0-46df51cc1656.html.

223 Orr, 109, 168.

224 Omaha World Herald, "Omaha Handy Service Stations," March 10, 1926; Omaha World Herald, "Goetz Country Club Beer Distributors," October 15, 1937.

SOUTH

The southern zone of the city was comprised of a variety of commercial districts interspersed with residences and tracts of industry. Historically, industries in the area clustered along railroad tracks and the Missouri River. Commercial districts predominated along the north-south corridors of South 10th, South 13th, South 16th, and South 24th Streets. One of the major industries toward the southern boundary of this area was the livestock and meatpacking market. Many of the residents were immigrants that worked in those industries and lived in nearby ethnic neighborhoods such as Little Bohemia along South 13th Street. The residences in the southern zone are typically small-scale vernacular single family homes, although large, high style mansions can be found along South 10th Street. Multi-family residences are scattered throughout.



South 10th Street

Early in Omaha’s history, the area along South 10th Street, and to the east of it, was rugged, naturally beautiful and close to the city core. With picturesque bluffs, groves of large trees and winding ravines, it was the gateway to the city’s first Gold Coast neighborhood, which encompassed the land between Mason Street (1000 south) and Riverview Park (presently the location of Omaha’s Henry Doorly Zoo at 3701 South 10th Street).²²⁵


In late May of 1874, track for a horse-drawn streetcar was laid south from South 10th and Farnam (300 south) Streets towards Leavenworth Street (800 south), near the Union Pacific train depot. Within the next few years it became part of the loop to the depot with streetcars traveling south on South 9th Street from Farnam Street, west near Leavenworth Street and then north on South 10th Street back to Farnam Street.²²⁶ In 1886, a competing company began installing track for cable cars along South 10th Street at Jackson Street (600 south). Two years later, the cable carline had been extended to Pierce Street (1200 south).²²⁷ With the completion of the South 10th Street viaduct from Jackson to Mason Streets in 1890 and its official opening on January 1st of the following year, the South 10th Street line pleased many customers, given the smooth ride the viaduct provided, since it no longer crossed so many railroad tracks.

The Omaha Street Railway converted the cable carline to electric and extended the track south, three blocks to William Street (1400 south) in 1894.²²⁸ Three years later, extensive earthwork along South 10th Street at Bancroft Street (2700 south), required cutting down the land by five feet. A few blocks south, at Frederick Street (3050 south), fifteen feet of earth was added. Such grading made an extension to Bancroft feasible. Bancroft Street remained the end of the line for the next ten years, until tracks were extended to Riverview Park near Deer Park Boulevard (3300 south).²²⁹

S1

FOREST HILL

South 10th and Mason (1000 south) to Pierce (1200 south) Streets

A map of the Forest Hill neighborhood in Omaha, Nebraska. It shows a grid of streets with a blue circle highlighting the area between Mason Street (1000 south) and Pierce Street (1200 south) on South 10th Street. An orange circle with the text 'S1' is located in the bottom right corner of the map.

Originally the northern end of Omaha’s first Gold Coast neighborhood, the landscape of the area attracted many of early Omaha’s influential and wealthy residents. Later, the expanding growth of industry and commercial enterprises into areas south of downtown Omaha led to further development of the South 10th Street corridor.

In 1888, Cable Tramway Company extended their South 10th Street cable carline from Jackson to Pierce Streets. Two years later the new 10th Street viaduct opened. Cable cars traveled along the viaduct that stretched from Jackson to Mason Streets.²³⁰ Burlington Railroad constructed a train depot on the east side of the intersection at South 10th and Mason Streets as early as 1890. During this time, the area between Mason and Pierce Streets was already developed with several hotels, an ice house, a mineral water factory, numerous commercial buildings, along with single family and multi-family homes.

225 City of Omaha Planning Department and Alley Poyner Macchietto Architecture, “Omaha NCE Inventory: A Neighborhood Conservation and Enhancement District Inventory for Omaha’s Neighborhood Commercial Centers” (Omaha, NE: City of Omaha, 2014).
226 Rosewater, Map of Omaha City Engraved for J.M. Wolfe’s City Directory (Omaha: Geo. P. Bemis, Real Estate Broker, 1884).
227 Orr, 66.
228 Orr, 119.
229 Orr, 167.
230 Andrew Rosewater, Paving Map of Omaha, Nebraska (1893).

The grand edifice of Omaha architect Thomas R. Kimball's Burlington train depot opened just in time for the 1898 Trans-Mississippi International Exposition. The two-story classically styled building attracted much attention for its impressive circular staircase, large outdoor canopy, and the elegant portico on South 10th Street with its twenty-eight massive Colorado granite columns. With the growth and expansion of the adjacent railroads, commerce along South 10th Street increased after the turn of the twentieth century. South of the train station, along South 10th Street, more commercial buildings were constructed. Between Pacific (1100 south) and Pierce Streets, residential homes remained and others were added. The mineral water factory that stood on the northwest corner of South 10th and Pierce Streets in 1890 was still being used by a bottling company.

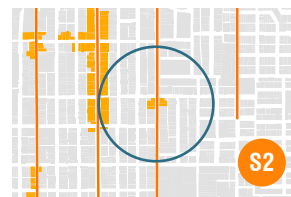
In 1909, a new car barn was constructed where the bottling company once stood. The car barn was a unique design as the only double-decker car barn ever built in the city.²³¹ Over the next ten years, vacant lots filled with commercial buildings. This created a dense commercial corridor between Mason and Pacific Streets, while the block between Pacific and Pierce Streets remained primarily residential, except for the car barn.

As the automobile became more popular, vehicular related businesses began to sprout up along South 10th Street by the late 1930s. A filling station was constructed on the southeast corner of South 10th and Pierce Streets and a parking garage on the southwest corner of South 10th and Pacific Streets. In 1946, the streetcar lines were abandoned on South 10th Street and replaced with buses. Today, many of the original buildings still stand. The Burlington Train Station is now home to a local news broadcasting studio, and elsewhere a theater and several popular restaurants enliven the area.



Above: June 26, 1939. Streetcar barn at 10th and Pierce Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1-067.

231 National Register of Historic Places, "10th and Pierce Car Barn," Omaha, NE, National Register #15000792.



The area around South 10th and Hickory Streets was originally platted by Augustus and Herman Kountze in the mid-1860s as Forest Hill. It was later re-platted and subdivided. By 1890, the northwest, southwest, and southeast corners of South 10th and Hickory Streets were part of supplementary additions to Kountze land plats; the northeast corner of South 10th and Hickory Streets was the southwest corner of another Forrest Hill Addition.²³²

The intersection at Hickory was just south of Brownell Hall, which moved from its early north Omaha location at North 24th Street and Grand Avenue to South 16th and Jones Streets. In 1887, the all-girls secondary boarding school relocated a third time to land donated by the Kountze brothers at the northeast corner of South 10th and Pine (1600 south) Streets.²³³ By 1890, three connected commercial buildings existed on the northwest corner facing South 10th Street. These buildings were known as the “Hansen Block” and included a drugstore. Immediately north of the commercial buildings, and, also facing South 10th Street, were three connected residences. The southwest corner of the intersection was vacant and two homes were located further south on the block. Two commercial buildings were located on the opposite southeast corner. All the lots to the south on the same side of the block were occupied by single family residences. A residence was also located immediately east of those businesses facing Hickory Street. Occupying the northeast corner, part of Forrest Hill, were four residences.²³⁴



Above: South 10th Street looking north to the commercial area at South 10th and Hickory Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF1-144.

²³² Sanborn Map Company, 1890, Sheets 34, 35.

²³³ Fanny M. Clark Potter, *That Our Daughters May be as the Polished Corners of the Temple: Historical Sketch of Brownell Hall* (n.p., 1914), 92. In 1923, the school moved again, from South 10th and Pine Streets to its current location in mid-town Omaha, along Happy Hollow Boulevard. The building continued to bring people to the area as Stuntz Hall, a dormitory for single working women. In 1943, it was purchased by the Grace Bible Institute, a private Christian University, today known as Grace University. The university constructed other buildings on adjacent land parcels and Stuntz Hall was torn down in the 1990s. Grace University, “University History: Our Past,” Accessed December 4, 2017, <https://www.graceuniversity.edu/about/who-we-are/university-history/>.

²³⁴ This area would be incorporated into another Kountze subdivision between 1901-1918. Sanborn Map Company, 1901-1918, Sheets 214, 216, 223, 224.

Although the streetcar line had been extended to William Street (1400 south) in 1894, the termination was still three blocks north of Hickory Street. After the grade was changed at Bancroft Street in 1897, the streetcar line was extended the following year past Hickory Street to Bancroft Street, ten blocks south.²³⁵

Although the northwest, northeast and southeast corners of the intersection experienced little change by 1918, the southwest corner of the intersection transformed dramatically.²³⁶ Five commercial buildings and residences were constructed on all the lots further south. The surrounding neighborhood was also fully developed.

By 1934, the intersection changed slightly. The northeast corner was augmented by a filling station where a residence once stood. At the southeast corner, another commercial building was situated to the south.²³⁷ During the 1940s, two classic Omaha eateries originated along this stretch of South 10th Street. Olsen's Bake Shop opened at 1708 South 10th Street in 1942.²³⁸ The bakery continues to serve doughnuts, kolaches, cakes and cookies from the same location. Four years later, one of Omaha's oldest steakhouses opened; Cascio's Steakhouse at 1620 South 10th Street. In 1978, the original building was destroyed in a fire and the current building was constructed in its place.²³⁹

On May 15th, 1946, the South 10th Street line converted to a bus line that ran from the intersection of South 10th and Piece Street south to South 13th Street and Deer Park Boulevard.²⁴⁰ Commercial buildings on the southeast corner of the intersection were razed and replaced with a parking lot by the early 1970s. By the early 1980s, Cascio's parking lot, on the northeast corner, replaced three residences and the filling station. Buildings on the southwest corner remain and although the facades have been altered, they continue to anchor the intersection.

235 Omaha World Herald, "Largest Business in History: Omaha Street Railway Company Cares for Big Traffic and Makes Important Improvements," January 1, 1899.

236 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 18.

237 Sanborn Map Company, 1901-1934, Vol 1. Sheets 79, 84.

238 Sarah Baker Hansen, "Dining Review: Fining Joy in a South Omaha Staple's Kolache, Doughnuts and Other Treats," Omaha World Herald, September 12, 2014.

239 Center for Public Affairs Research, "Omaha Awareness Tours: The Near South Side," Publications Archives, 1963-2000, Paper 107, University of Nebraska at Omaha, 1979. Accessed December 4, 2017. <http://digitalcommons.unomaha.edu/cparpubarchives/107>, 10.

240 Orr, 339.



Omaha's southern boundary was Bancroft Street when the lots on the north side of the intersection were platted around 1878. Five years later, Bancroft Street was still the city's southern boundary line, and extended from South 10th to South 13th Street. By this time, the south side of the intersection was also platted. During the 1890s, approximately 112 acres of land to the southeast of South 10th and Bancroft Streets was acquired by the city as Riverview Park.²⁴¹ Its native forest, varying topography and commanding views provided spectacular scenery next to the Missouri River. Although a streetcar extension to Bancroft Street, to provide easier access to Riverview Park, was desired by many, track was not completed to the intersection until 1898.

Just after the turn of the twentieth century, the area immediately adjacent to the intersection of South 10th and Bancroft Streets was residential in nature with homes scattered on some of the lots. Bancroft School was located to the southeast on South 9th Street. Both the northwest and southwest corners of the intersection were vacant, while a residence stood on the northeast and a few commercial buildings stood on the southeast corners.²⁴²

The recreational attraction of Riverview Park increased in 1915 when a new swimming pool was constructed. In addition to the small zoo that had been there since the 1890s, the pool was one of three public swimming pools in the city that served over 100,00 people during that summer.²⁴³ Three years later, the intersection had developed further. The commercial buildings on the southeast corner of the intersection were replaced with two masonry buildings that oriented to South 10th Street instead of Bancroft Street, as the others on that corner had. A frame building was constructed on the southwest side of the intersection, while the northwest corner remained empty and the northeast corner retained a large residence.²⁴⁴ By the mid-1930s the intersection changed very little. The only addition was a fellowship hall on the northwest corner, constructed where a duplex residence stood prior.²⁴⁵

The streetcar line along South 10th Street was abandoned in 1946. Today, buildings on the south side of the intersection remain. A modern building stands on the northwest corner while the northeast corner contains a parking lot.

241 Wakeley, ed., Omaha: The Gate City and Douglas County, Nebraska, 161.

242 Sanborn Map Company, 1890, Vol. 2. Sheet 232.

243 City of Omaha Planning Department, "A History of Omaha's Parks and Recreation System" (Omaha, NE: City of Omaha, 1982), 8.

244 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 19.

245 Sanborn Map Company, 1901-1934, Vol. 1. Sheets 91, 92, 97.

South 13th Street

The Omaha Horse Railway began laying new track along 13th Street in 1883. A year later, the horsecar line was opened along 13th Street from Webster (700 north) to Martha (2300 south) Streets. Within another year, the tracks were extended further south to Vinton Street. The horsecar line turned west at that point and followed Vinton Street, a partly angled street that followed the crest of a hill.²⁴⁶ At either end of the line, two 1885 construction projects were completed that impacted traffic along South 13th Street. The Chicago, St. Paul, Minneapolis and Omaha Railroads new depot on Webster Street was at the north end and the new car barn at South 16th and Vinton Streets was on the south. Although the line was the poorest paying line in 1885, a year later passengers were making 70 trips daily and by 1888 the company invested by double tracking South 13th Street.²⁴⁷

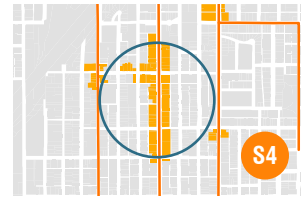
Although the Omaha Horse Railway Company had been considering converting the tracks along South 13th to electricity, it was not until after the company consolidated with the Omaha Motor Railway the conversion was completed. Shortly after the turn of the nineteenth century, a stub line was constructed that ran east from North 24th to Missouri Avenue. Two years later, by 1904, South 13th Street was extended from Garfield Street (today's "D" Street at 3900 south) to Missouri Avenue.



Above: July 13, 1921. Children playing in the pool at Riverview Park, off South 10th Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF7-831.

246 Orr, 39.

247 Orr, 44.



In the late 1870s, Augustus Kountze subdivided the first plots in this area, beginning at the north end, as Kountze's 3rd Addition. During the 1880s, additional plots to the south on the west side of South 13th Street were added to this Addition. The east side of South 13th Street, from about William Street to Center Street, was not subdivided until 1907, as Kountze's 5th Addition.²⁴⁸

This area developed as the commercial center of Omaha's large Czech neighborhood, which historically stretched from South 10th to South 16th Streets at the east and west, and Pierce to Martha Streets at the north and south. Czechs came to Omaha in large numbers during the late 1800s and early 1900s, lured to the city by fellow Czech settlers and the promise of jobs within Omaha's thriving industries of smelting, railroading, and meatpacking. Those who did not work in one of the industrial fields often opened businesses to serve their fellow immigrants, with many of the shops located along South 13th Street.²⁴⁹

When a streetcar line arrived along South 13th Street in 1884, it was one of the first lines in the city. The presence of the streetcar soon made South 13th Street one of the major transportation corridors between downtown Omaha and South Omaha, benefiting businesses and people who lived along the route.²⁵⁰ In the succeeding decades, the blocks in this area became increasingly filled in with commercial buildings, residences, and a handful of manufacturing operations.



Above: September 1, 1918. Czech-Slovaks marching in a parade on South 13th and William Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF4-060.

248 Douglas County Engineer, Land Survey Records.

249 Mead and Hunt, "Reconnaissance Survey of Portions of South Central Omaha," Omaha Historic Building Survey (Omaha: Nebraska State Historical Society and the City of Omaha, 2006), 6.

250 Orr, 37.

By the early 1900s, South 13th and William Streets had become the anchor for Omaha's Czech commercial district.²⁵¹ The west side of South 13th Street between Pierce and William Streets held the greatest concentration of commercial buildings, while the blocks to the east and south contained smaller clusters of shops interspersed with dwellings or empty lots. The area boasted a diverse array of businesses at the time, including three social halls, two hotels, a hardware store, a drug store, a saloon, a shoemaker, a wallpaper store, a feed store, and a flour warehouse.²⁵² One of the hotels was the three-story Prague Hotel, at the southwest corner of South 13th and William Streets (1402 South 13th Street). Built in 1898, the hotel and restaurant not only provided lodging and nourishment for travelers but also served for decades as a community hub for local Czech residents.²⁵³

By the 1930s, more commercial buildings had been built and businesses added, including a movie theater, The Maryland, at 1425 South 13th Street (extant). The theater building originally housed the Bohemian Music Company, which opened in 1915 as a piano seller.²⁵⁴ There were seven auto-oriented businesses by the 1930s; they reflected the growing popularity of the automobile. Streetcar service along South 13th Street was discontinued in 1946.²⁵⁵ At that time, the area's prominence as Omaha's Czech enclave was steadily decreasing as original residents passed away and their descendants moved elsewhere.²⁵⁶ Today, the area retains many of its streetcar-era commercial buildings, although approximately 16 have been demolished.²⁵⁷ Those buildings that remain stand as one of the only reminders of the original Czech owners and operators who occupied them.

South 16th Street

A streetcar line bound for South Omaha was established along South 16th Street in 1889. At the north end, the tracks traversed the recently built 16th Street viaduct. The viaduct was completed in 1887 and stretched from about Marcy (900 South) to Pierce (1200 South) Streets; it spanned over the Union Pacific Railroad and Burlington Railroad tracks that ran east-west south of downtown.²⁵⁸ Since 1887, the Omaha Motor Railway had competed with the Omaha Horse Railway over which company would have rights to build a South 16th Street route. Both companies vied to lay tracks along Leavenworth (800 South) and South 16th Streets in 1887 in order to be the first over the viaduct. The Omaha Motor Railway succeeded in securing a five-year rental agreement for use of the 16th Street Viaduct and in 1889 they installed tracks and a wire for electric cars along South 16th Street from the viaduct south to Vinton Street. When the line opened in September of 1889, it was carrying a thousand passengers a day to Vinton Street.²⁵⁹ In the early months, the line ended at Vinton Street but by December of 1889 additional tracks were laid on the diagonally oriented Vinton Street southwest to South 24th Street.²⁶⁰ At South 24th Street, the tracks continued south into the heart of South Omaha.²⁶¹

Within months of the streetcar line's opening, it was apparent that the South 16th Street viaduct was not engineered to carry such heavy loads as a streetcar loaded with passengers. The viaduct had been built as a temporary structure when the city was short on funds and it was initially designed for use only by wagons and pedestrians. By circa 1890, the city had declared that only one motor car at a time could cross the viaduct, even though the overpass was equipped with double tracks.²⁶² In 1894, the city considered banning streetcars from the viaduct altogether, but this did not come to pass. Finally, in 1899, the city made plans to replace the viaduct. In May of that year, the viaduct was closed to traffic and subsequently demolished. The 16th Street streetcars were temporarily re-routed to South 13th Street, three blocks to the east. It was over a year before the new viaduct opened, in July of 1890, and streetcars began to run once again on South 16th Street almost immediately.²⁶³

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- 251 Mead and Hunt, "Reconnaissance Survey of Portions of South Central Omaha," 6.
 - 252 Sanborn Map Company, 1918, Vol. 2, Sheets 210, 212, 213, 214, 222, 223; National Register of Historic Places, "Prague Hotel," Omaha, NE, National Register #87001148.
 - 253 National Register of Historic Places, "Prague Hotel."
 - 254 Omaha World Herald, "New Music Company," September 5, 1915; Omaha World Herald, Maryland Theater advertisement, December 2, 1934.
 - 255 Orr, 339.
 - 256 National Register of Historic Places, "Prague Hotel."
 - 257 Sanborn Map Company, 1934, Vol. 1, Sheets 67, 77, 78, 82, 83.
 - 258 Orr, 49.
 - 259 Orr, 90, 117.
 - 260 Orr, 54, 82, 85.
 - 261 Orr, 91, 94.
 - 262 Orr, 97, 109, 119, 137.
 - 263 Orr, 117, 137, 145.
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In 1868, the first parcels to be platted in this commercial area were those on the west side of South 16th Street as part of Hartman's Addition. The parcels on the east side of the street were platted in 1878 and 1883 as part of Kountze's 3rd Addition. Initial growth was linked to two means of transportation – the railroad and the streetcar. In 1872, the Union Pacific Railroad constructed a railroad bridge across the Missouri River, with the tracks on the Omaha side snaking across the city south and west of downtown, and within a block of this area. Industrial businesses that depended upon the railroad went up close to the tracks.²⁶⁴ One block from South 16th and William Streets such businesses included the Western Oil Tank Line Company and Paxton and Vierling Iron Works. In 1889, a streetcar arrived to the area when the Omaha Motor Railway built tracks along South 16th Street from about Leavenworth Street south to Vinton Street.

By 1890, commercial buildings had begun to cluster at the intersection of South 16th and William Streets. A handful of single commercial buildings stood on parcels north and south of the intersection. Tenants included a drug store, a hay and feed store, and a blacksmith. At the southeast end, Hartman's School, which operated out of four buildings (non-extant), occupied a large parcel. Houses, most of them single-family, were situated on many of the adjoining parcels.²⁶⁵ Thereafter, the area continued to densify. By the 1930s, new commercial buildings had replaced existing ones or were constructed on empty parcels. More multi-family housing was built, including the Belvedere Apartments at the southwest end. Directly south of the apartments were two commercial buildings that contained a total of seven bays. Across South 16th Street, to the east, a larger school building had been constructed. At that time, it was named Comenius Public School.²⁶⁶



Above: 1941. Collision of a car and streetcar near the intersection of South 16th and William Streets, showing the Kotera and Sloup Grocery store. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS1C-071.

- 264 Mead and Hunt, "Reconnaissance Survey of Portions of South Central Omaha," 1-3.
 265 Sanborn Map Company, 1890, Vol. 1, Sheets 21, 30, 32.
 266 Sanborn Map Company, 1932, Vol. 1, Sheet 77.

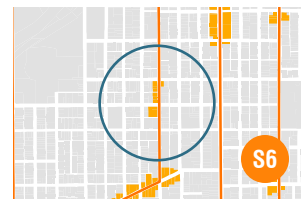
Two long-operating businesses in the area, both located in extant buildings, were run by men of Czech heritage. Czechs had a strong presence in southeast Omaha and this area was at the western edge of the city's large Czech neighborhood, Bohemia Town.²⁶⁷ At 1261 South 16th Street, Frank J. Kotera and Joseph J. Sloup ran the Kotera and Sloup Grocery Store. When Kotera passed away in 1942, his obituary noted that his and Sloup's "grocery partnership was one of the oldest in Nebraska in point of continuous operation."²⁶⁸ Southwest of the grocery store, at 1402 South 16th Street, was a drug store operated by C. Beranek and his son Stanley C. Beranek. C. Beranek opened the business in 1889. His son joined him in 1911, after completing pharmacy school at Creighton University. In 1960, Stanley C. Beranek decided to retire and closed the store.²⁶⁹

The streetcar line along South 16th Street was abandoned in 1951.²⁷⁰ Since that time, three commercial buildings, four single-family dwellings, and the school have been demolished. A large public housing tower has gone up on the former school site. Today, although many of the commercial buildings remain standing, none appear to retain businesses that might attract residents looking to meet their everyday needs.

S6

ROGER'S ADDITION

South 16th and Dorcas (2200 south) Streets



Development of this area began in the late 1870s, when Samuel E. Rogers platted the parcels on both sides of South 16th Street.²⁷¹ In 1889, a streetcar line arrived to this area when a route was built along South 16th Street from the 16th Street viaduct south to Vinton Street.²⁷² By this time, the area along South 16th Street from Dorcas to Martha Streets was only slightly developed with a few residential structures.²⁷³

In 1908, on the southeast corner of South 16th and Martha Streets, St. John's Greek Orthodox Church was built to serve a growing Greek community. Greeks had begun to settle in this part of southeast Omaha in the early 1900s, attracted by jobs in South Omaha's meat packing industry.²⁷⁴ By 1918, the neighborhood had grown to approximately two-dozen residences and boasted about a half-dozen commercial structures.²⁷⁵

Phenomenal growth took place between 1918 and 1934. The entire southwest corner of South 16th and Dorcas Streets was transformed. Where the earlier years supported four commercial buildings and a residential structure, by 1934, the area consisted of five closely-constructed commercial buildings,²⁷⁶ including a drugstore on the immediate southwest corner of South 16th and Dorcas Streets and an ice house. South of the ice house, beyond the adjacent alley, there were a combination of residential and commercial buildings, including another drugstore. The southeast corner of South 16th and Dorcas Streets supported a filling station while the remainder of the east side contained residential buildings to Martha Street. Additionally, on the south side of Martha Street, there were a few residences and several commercial buildings, along with St. John's Greek Orthodox Church.

²⁶⁷ Mead and Hunt, "Reconnaissance Survey of Portions of South-Central Omaha," 6.

²⁶⁸ Omaha World Herald, "F.J. Kotera, Sr. is Dead at 61," June 30, 1942.

²⁶⁹ Omaha World Herald, "Old Family Businesses End – Beraneks in Drugs in 1889; Zelenys in Meat Since 1893," October 16, 1960.

²⁷⁰ Omaha World-Herald, "Misses 16th Street Trams," September 16, 1951.

²⁷¹ Douglas County Engineer, Land Survey Records.

²⁷² Orr, 90.

²⁷³ Sanborn Map Company, 1890, Vol. 1, Sheet 36.

²⁷⁴ St. John the Baptist Greek Orthodox Church, "History," Accessed December 4, 2017, stjohnsgreekorthodox.org/parish/history.html, February 8, 2017.

²⁷⁵ Sanborn Map Company, 1918, Vol. 2, Sheets 221, 222, 227.

²⁷⁶ Sanborn Map Company, 1934, Vol. 1, Sheet 90.

The streetcar line was abandoned in 1951. Commuters experienced some trying times in their attempts to commute to and from work during the fledgling bus line development.²⁷⁷ Today, the east side of South 16th Street spanning Dorcas to Martha Streets is unchanged except for the conversion of the filling station on the southeast corner of South 16th and Dorcas Streets into a casual-dining restaurant with parking on the north, where gas pumps were probably located, and along the south, where a residence was removed. St. John's Greek Orthodox Church, at the south end, was sold in 1953 and became part of Omaha's Catholic Archdiocese.²⁷⁸ The west side of South 16th Street has atrophied since 1934. Two commercial buildings have been removed at the north end and four dwellings have been demolished further south.²⁷⁹



Above: 1940. Repair of the South 16th Street viaduct with a streetcar traveling south over the bridge. John Savage. From the John Savage collection, from The Durham Museum. Identifier JS22A(8)-071.

S7

VINTON STREET

Vinton (3200 south) and South 15th to Elm (2900 south) Streets



The Vinton Street commercial district has its origins in the 1860s, when the ambitious businessman Isaac Hascall purchased a large parcel of land between South 13th Street and South 20th Street, envisioning the creation of a business center that might rival that of downtown Omaha, located approximately two miles to the north. The area's growth accelerated after the streetcar's arrival in the late 1880s.²⁸⁰ In 1885, the streetcar line along South 13th Street was extended west to run along Vinton Street from South 13th to 16th Streets. In this same year, a red frame car barn was built at the northwest corner of South 16th and Vinton Streets (non-extant).²⁸¹ In 1889, the area to the west benefitted from the Omaha Motor Railway's continuation of the South 16th Street southwest onto Vinton Street as far as South 24th Street.²⁸²

277 Omaha World-Herald, "Misses 16th Street Trams," September 16, 1951.

278 St. John the Baptist Greek Orthodox Church, "History."

279 Sanborn Map Company, 1962, Vol. 1, Sheet 90.

280 National Register of Historic Places, "Vinton Street Commercial Historic District," Omaha, NE, National Register #06000608; Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha" Omaha Historic Building Survey (Omaha: Nebraska State Historical Society and the City of Omaha, 2005), 4.

281 Orr, 40, 149.

282 National Register of Historic Places, "Vinton Street Commercial Historic District," Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha," 4.

Beginning in the 1890s, the Vinton Street commercial district began to take shape. The first extant commercial building, the Peter Wigg building at 1810 Vinton Street, was built in 1890 and stands two stories tall with an intact cast-iron façade at the second story. By 1895, Vinton Street acted as an east-west connector for three north-south streetcar lines between South 13th Street and South 24th Street. Known collectively as the Vinton Street Line or South Omaha Line, these routes meant Vinton Street was well-served by mass transportation and made the surrounding area a magnet for residents, many of whom were employed by one of the numerous livestock and meatpacking trades that defined South Omaha at the time.²⁸³

To serve these residents, the commercial district became increasingly densified with one- and two-story shops, professional offices, and entertainment venues during the first few decades of the twentieth century.²⁸⁴ Early on, many of the Vinton Street businesses were run by German immigrants. Fritz Mueller was one of the successful German businessmen who operated in South Omaha. He erected a block and a half of commercial buildings in the 1890s and early 1900s along Vinton Street between South 16th and 19th Streets for investment.²⁸⁵

By the early 1930s, the north side of Vinton Street between South 16th and Elm Streets was nearly lined solid with commercial buildings, except at the very east end where a filling station was located. The south side of Vinton Street contained more empty parcels and a handful of residences interspersed with the commercial buildings. Amenities housed within the commercial buildings included grocery stores, a druggist, a post office, and two movie houses.²⁸⁶ One of these movie houses, Mueller Theater, was located in a two-story brick building constructed by Fritz Mueller (south portion where theater located is non-extant).



Above: No date. Mueller Theater at 1706-08 Vinton Street. Courtesy of Lou Marcuzzo.

²⁸³ National Register of Historic Places, "Vinton Street Commercial Historic District;" Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha," 4-5.

²⁸⁴ Sanborn Map Company, 1918, Vol. 1, Sheets 38, 39, 40; Sanborn Map Company, 1934, Vol. 1, Sheets 86, 90.

²⁸⁵ National Register of Historic Places, "Vinton Street Commercial Historic District;" Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha," 4.

²⁸⁶ Sanborn Map Company, 1934, Vol. 1, Sheets 86, 90.

Densification of the commercial district occurred in conjunction with increased automobile usage, which eventually led to the elimination of once popular streetcar routes like that along Vinton Street. No new commercial construction occurred after the Vinton Street line was abandoned in 1946, although some buildings were modified to modernize their appearance and five buildings and one rear addition were removed.²⁸⁷ Today, Vinton Street retains the feeling of a lively and dense business district attracting area residents with its variety of businesses and professional offices.

South 24th Street

The South 24th Street corridor had its beginnings in 1883, when rancher Alexander Swan acquired over 1,000 acres on the southern edge of Omaha to create a sizable livestock and meatpacking center. In 1884, out of that larger tract, 389 acres were platted for what became the city of South Omaha. Its founders created South Omaha to provide housing and amenities for employees – many of them first generation immigrants – of the various stockyards and packinghouses that would soon congregate in the area. By 1890, major Chicago firms began establishing packinghouses near the stockyards. Growth was so immediate that South Omaha was often referred to as the “Magic City.” The city was laid out on a grid plan, like Omaha, and its north-south streets aligned with its larger neighbor to the north. By the early twentieth century, South 24th Street served as the primary link between the two cities and was the main transportation artery through South Omaha.

Plans to connect downtown Omaha to South Omaha via South 24th Street began as early as 1887, when the Omaha Motor Railway asked the city of Omaha to build a viaduct at South 24th Street over the large expanse of railroad tracks between Hickory (1700 south) and Martha Streets (2300 south). The railway company had been granted streetcar rights to South Omaha by a special election during the same year and were eager to see both cities connected. Shortly after the election, rail was laid on South 24th Street beginning at North Street (today known as Martha Street).²⁸⁸ Despite the ambitious start, additional streetcar construction on South 24th Street was delayed a few years; the viaduct was not constructed until twenty years later.²⁸⁹

In 1889, the Omaha Motor Railway began laying track in South Omaha along South 24th Street near “Q” Street (5200 south) aiming to connect to the existing streetcar tracks on Vinton Street (3200 south). The Omaha Street Railway also saw an opportunity in connecting the two cities and began constructing rails along South 24th Street near “F” Street (4100 south). Injunctions and court cases ensued as the two companies battled over who could legally provide service. The Omaha Motor Railway prevailed and began working to complete the 1-1/3 miles from South 24th and Vinton Streets to “N” Street (4900 south).²⁹⁰ By the time the first streetcar ran along South 24th Street from the heart of South Omaha at “N” Street to Vinton Street at the end of 1889, the two companies had consolidated into one. Eight years later a loop, called the “Q Stub Line,” extended the streetcar tracks three blocks south to “Q” Street.

The city of Omaha agreed to complete street grading on South 24th Street from Leavenworth (800 south) to Vinton Streets in 1904. Then, after much anticipation, the viaduct over the railroad on South 24th Street was constructed. By 1907, the South 24th Street line from Leavenworth to Vinton Streets had been placed into service. South Omaha’s growth and prosperity led to annexation. On June 1, 1915, a special election was held to annex South Omaha; though contentious, South Omaha became part of the city of Omaha by the end of the month.²⁹¹ After annexation, the South 24th Street car line remained an important connector between downtown and what was now the south side of the city of Omaha.

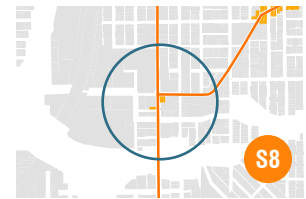
287 Orr, 339; Sanborn Map Company, 1962.

288 Orr, 56, 57.

289 South 24th Street between Leavenworth and the letter streets of South Omaha, needed to be graded. The tracks at South 24th and Martha Streets were torn out to allow grading of the street.

290 Orr, 94, 95.

291 Emmett C. Hocter, “Tom Hocter and the Magic City: The South Omaha Annexation Fight, 1890-1915,” *Nebraska History* 64 (1983): 256-292.



By 1883, the land surrounding South 24th and Vinton (3200 south) Streets had been platted when the area was still located outside the city limits.²⁹² At that time, South 24th Street was identified as Bellevue Street, Vinton Street was Green Street as it crossed South 24th Street and Krug Avenue (3250 south) was Gertrude Street. Lots in each addition were oriented to face the numbered north-south streets.

In 1889, the electrified streetcar line along South 24th Street from “N” Street in South Omaha to Vinton Street was opened. Cedar block paving had been extended along Vinton Street to South 24th Street and by 1893 South 24th Street was also paved with masonry block from Vinton to “A” Streets.²⁹³ With Union Pacific rail lines situated a few blocks west of South 24th Street (at approximately South 27th Street), several industrial enterprises began to locate between the railroad tracks and South 24th Street. To the east of South 24th Street buildings were typically residential in nature and scattered throughout the area. Sanborn maps from 1901 include the southeast corner of South 24th and Vinton Streets, only. The map indicates one commercial structure, a saloon, on the east side of the South 24th Street between Vinton Street and Krug Avenue.

In 1904, the Omaha Street Railway Company decided to build a new car barn on the northwest corner of South 24th and Vinton Streets. It opened the following year.²⁹⁴ With the completion of the South 24th Street viaduct to the north, the area was primed for development. By 1918, the land at the southwest corner of South 24th and Vinton Streets had been replatted with smaller lots oriented along South 24th Street. In addition, several masonry commercial buildings had been constructed on the southwest and southeast corners of South 24th and Vinton Streets. Two other masonry buildings were constructed on the northwest corner of South 24th Street and Krug Avenue. Other wood framed commercial buildings fully developed the half block at the northwest corner of South 23rd and Vinton Streets and more had been constructed on South 24th Street between Vinton Street and Krug Avenue.



Above: No date. Streetcars – Henry Hamann. Looking east on Vinton Street from South 24th Street at the streetcar tracks. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF6153-869.

- 292 Emmett C. Hocter, “Tom Hocter and the Magic City: The South Omaha Annexation Fight, 1890-1915,” *Nebraska History* 64 (1983): 256-292.
 293 Tillson, *Paving Map of Omaha, Nebraska* (1890); Rosewater, *Paving Map of Omaha* (1893).
 294 Orr, 165.

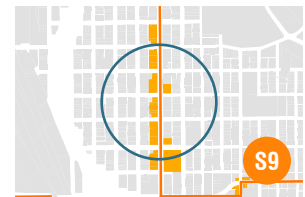
The northeast corner of the South 24th and Vinton Streets intersection was fully developed by the mid-1930s, while the west side of South 24th Street between Vinton Street and Krug Avenue never developed beyond the two buildings that anchored opposing corners. During the peak of the area's development, businesses found at the busy commercial node included a pharmacy, movie theatre, and many others. Over the next few decades a few commercial buildings were lost, some as early as the late 1940s.

In 1951, the streetcar line was abandoned. Today, the Deer Park business node retains few remnants of its historic past. The streetcar barn and the building on the southwest corner of South 24th and Vinton Streets were demolished in the mid-to-late 1980s. Streetcar era commercial buildings on the northeast corner of South 24th and Vinton Streets were replaced with a large, suburban style commercial building in the early 2000s. Substitute materials have been installed on many of the remaining buildings and window openings have been modified, but the original massing and street presence is still reflected in the remaining streetcar era structures.

S9

SPRING LAKE

South 24th and "E" (4000 south) to "K" (4600 south) Streets



The area of South 24th Street from "E" to "K" Streets was the northern boundary of the business district that served South Omaha.²⁹⁵ In 1886, South Omaha was incorporated as a village and shortly after, its population surpassed 5,000 people.²⁹⁶ Three years later, streetcar service to South Omaha was initiated along South 24th Street.

By 1890, the area along South 24th Street between "E" to "K" Streets was primarily undeveloped. A dancing pavilion and saloon had been constructed at the northwest corner of South 24th and "G" Streets, a cluster of residences stood on the southwest corner of South 24th and "I" Streets and a few commercial buildings stood on either side of the street between "J" and "K" Streets.²⁹⁷

The area witnessed increased development by the turn of the twentieth century. Several buildings were constructed along South 24th Street between "J" and "K" Streets, with commercial buildings located on the west side of the street and residential on the east. An Episcopal church and several homes dominated the block between "I" and "J" Streets while north of "I" Street, homes and a few commercial buildings were scattered between numerous vacant lots.^{298 299}

The six-block neighborhood along South 24th Street from "E" to "K" Streets, part of the Spring Lake Park parcel, remained sparsely developed north of "I" Street by 1918. However, anticipating future growth, these blocks were platted with four smaller tracts: the McClure's subdivision between "F" and "G" Streets, A.J. Clark's and the 24th Street Business Place subdivisions between "F" and "H" Streets, and the D.L. Holmes subdivision between "H" and "I" Streets. Closer to "K" Street, commercial and residential construction became more congested.³⁰⁰ Increased prosperity through the 1920s fostered growth in residential, commercial, and ecumenical building construction.

295 Per Restoration Exchange Omaha's South 24th Street Walking Tour Brochure, J.B. Erion, the editor of the South Omaha Eagle, coined the phrase "The Magic City" to apply to South Omaha because of the fast development of the stockyards and the meat packing districts. South Omaha boasted a population of 8,000 by 1890. (Print copies of tour brochure available through Restoration Exchange Omaha, restorationexchange.org)

296 Mead and Hunt, Inc., "Reconnaissance Survey of Portions of South Omaha."

297 Sanborn Map Company, Vol. 1, Sheets 48, 49.

298 The church, St. Martin of Tours Episcopal Church, is located at 2312 J Street and is listed on the National Register of Historic Places. It was built between 1899-1900. The church endured two grievous fires, the first in 1918 and the second in 1942. National Register of Historic Places, "St. Martin of Tours Episcopal Church," Omaha, NE, National Register #82000608.

299 Sanborn Map Company, 1901-1918, Vol. 3., Sheets 336, 337, 341, 344.

300 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plates 23, 24.



Above: 1926. The exterior of the new addition to South High School at South 24th and "J" Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF396HS_028A.

By 1937, the shifting landscape included two gas stations, two garages, and an additional church, and additions to South High School on adjoining vacant lots.³⁰¹ Throughout the neighborhood, new buildings had gone up while others were demolished.³⁰²

The streetcar line was abandoned in 1951. Today, the two gas stations that were located along this thoroughway have been supplanted by commercial car and truck sales and a car repair center. An additional church site has been added to the two churches included on the 1937 survey, St. Luke's Evangelical Lutheran Church³⁰³ and St. Martin of Tours Episcopal Church. "K" Street is no longer a through street from South 23rd to 24th Streets due to the expansion of Omaha South High School.³⁰⁴

301 The addition, constructed between "J" and "K" Streets was designed by John Latenser & Sons, Architects, in 1925. Its main entrance was resituated from South 23rd Street to South 24th Street. The building, previously known as South Omaha High School, was renamed Omaha South High School. Rea "Omaha/Douglas County History Timeline, 1671-2005," 84.

302 Works Progress Administration, Atlas: City of Omaha (1937), Plates 159, 162, 174, 177.

303 The church, located near the southeast corner of South 24th and I Streets, was originally known as the First English Evangelical Lutheran Church of South Omaha. The building was purchased in 1909 and shortly thereafter, a small addition was built. Due to Omaha's imminent annexation of South Omaha, the church's name was filed as St. Luke's Evangelical Lutheran Church with the county clerk at the time of its dedication in 1911. St. Luke's Lutheran Church of Omaha, NE, "History," Accessed December 4, 2017, <http://www.stlukesomaha.org/sample-page>.

304 Omaha South Magnet High School became a magnet school in 1983. Originally providing specialized curricula pertaining to Information and Technology, the school expanded into area of Visual/Performing Arts by 1985. Omaha Public Schools Foundation, Omaha South High Magnet School Brochure (n.d.) Accessed December 5, 2017, <https://www.omahaschoolsfoundation.org/images/pdf/southbrochure.pdf>.



Three years after the township of South Omaha was platted, the land around South 20th Street and Missouri Avenue was platted. The only exception was the northeast corner of the intersection, which was not platted for another twenty-one years. Lots platted in 1887 were orientated to face South 20th Street.

With the hilly and picturesque Spring Lake Park to the north, between South 13th, 22nd, “A,” and “G” Streets, the area did not have a direct connection with Omaha via South 20th Street. Both South 13th and South 24th Streets served as the major transportation arteries into Omaha south of the park. Historically Missouri Avenue intersected South 24th Street from the east slightly north of the “L” Street intersection. “L” Street did not extend east of South 20th Street.

As early as 1897, neighborhood residents wanted an extension of the South 13th Street line from “F” Street south to Missouri Avenue and then west to South 24th Street.³⁰⁵ In 1901 a stub line running east from South 24th and “L” Streets to South 13th Street and Missouri Avenue was completed. It was lauded to company stockholders of the Omaha Street Railway at the January 8, 1902 meeting as the only major extension during the previous year.³⁰⁶ Two years later, South 13th Street was extended from Garfield Street (today’s “D” Street at 3900 south) to Missouri Avenue. Once complete, streetcars had an alternate route from downtown Omaha that ran continuous to South Omaha along South 13th Street and Missouri Avenue to South 24th Street.³⁰⁷ The intersection at Garfield Street had been the southern termination of the 13th Street line since 1889.



Above: 1936. The James J. Jahn Bakery on the northeast corner of South 20th and Missouri Avenue (4609 South 20th Street). From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF5424-003.

305 At the time, “F” Street was end of the 13th Street streetcar line. South of Missouri Avenue was an 80-foot drop off complicating an extension any further south. Orr, 129).

306 Orr, 152.

307 Omaha World Herald, Two Street Car Lines Run to South Omaha: New Route Along East Side Put Into Operation this Morning Via Missouri Avenue, July 26, 1904. The intersection at Garfield Street had been the southern termination of the 13th Street line since 1889, which at that time was the southern boundary of the city of Omaha.

By the late nineteen-teens, maps indicate the neighborhood was primarily residential with a few commercial buildings scattered along South 20th Street.^{308 309} A single commercial building was located on the northwest corner of South 20th and "L" Streets (4630 South 20th Street dating from the late 1880s) and two commercial buildings were located north towards the middle of the block. A few other commercial buildings stood on the southeast corner of South 20th Street and Missouri Avenue and another on the northeast corner of the same intersection (4609 South 20th Street built c. 1920).

In 1936, the Kansas City Bridge Company constructed the South Omaha Bridge across the Missouri River.³¹⁰ Built to provide a direct route across the Missouri River to the Omaha Union Stockyards, the bridge stretched from the east bank of the river at Missouri Avenue to the west bank south of Council Bluffs. During this time, the intersections of Missouri Avenue and "L" Street on South 20th Street were revised to form a gentler curve instead of a ninety-degree intersection. The gentler curve supplanted the commercial and residential properties previously located at mid-block between "K" and "L" Streets on South 20th Street. The streetcar also stopped service along Missouri Avenue in 1936. Today a few of the commercial buildings remain.

S11

SOUTH 24TH STREET

South 24th and "L" (4700 south) to "Q" (5200 south) Streets



In 1889, South Omaha's close ties with Omaha and South 24th Street's ascendancy as the commercial core of the small city were assured when the Omaha Motor Railway extended the 16th Street line further south to traverse South 24th Street via Vinton Street. By 1895, two additional lines were extended into South Omaha, the 11th Street (later moved to 10th Street) and 13th Street lines. All three turned west on the diagonally-oriented Vinton Street before turning south on 24th Street. Collectively they were known as either the South Omaha Line or the Vinton Street Line.³¹¹

The point where South 24th Street intersected with "N" Street became the heart of this commercial area, with hotels, retail shops, professional offices and civic buildings going up in the vicinity.³¹² Early on, "N" Street between South 24th and South 26th Streets was packed more densely with commercial buildings than South 24th Street between "L" and "Q" Streets.³¹³ The 1890 Sanborn maps indicate that South 24th Street had only small clusters of shops interspersed with empty lots and dwellings. The construction of the Brandeis block (4839-41 South 24th Street) and Mack block (4731 South 24th Street) in 1889 and c. 1894, respectively, signified the growing importance of South 24th Street.³¹⁴ In the subsequent decades, a flurry of building occurred along South 24th Street and the adjoining streets, particularly between "L" and "O" Streets, where one-, two-, and three-story commercial buildings, as well as a city hall, fire station, post office, and movie theater went up.³¹⁵

308 Sanborn Map Company, 1901-1918, Vol. 3, Sheet 333, 334.

309 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plate 24.

310 The South Omaha Bridge was listed in the National Register of Historic Places. It was demolished in 2010 and the bridge was delisted from the register in 2011. National Register of Historic Places, "South Omaha Bridge," Omaha, NE, National Register #92000742.

311 Orr 1996, 80, 85; National Register of Historic Places, "South Omaha Main Street Historic District," Omaha, NE, National Register #88002828; Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha," 4.

312 National Register of Historic Places, "South Omaha Main Street Historic District."

313 The reason for N Street's density at the time is that it provided access to the stockyards, meat packing plants, and train stations. Mead and Hunt, "Reconnaissance Survey of Portions of South Omaha," 2.

314 National Register of Historic Places, "South Omaha Main Street Historic District."

315 Sanborn Map Company, 1890 & 1918.

In 1915, Omaha officially annexed its smaller neighbor to the south. After annexation, South Omaha continued to thrive as a leader in the livestock market and its commercial district remained a draw for nearby residents as well as those living further away. By the 1930s, South Omaha was rivaled downtown Omaha as a major retail center, due, in large part, to the fact that it was well served by a variety of transportation options.³¹⁶ Three additional east-west streetcar lines were in place by the 1920s, at “L” Street, “O” Street and “Q” Street, and in 1936 a bridge was built over the Missouri River allowing those in rural Iowa to easily cross into South Omaha to purchase necessities.³¹⁷

Beginning in 1936, the streetcar lines that served South 24th Street were slowly abandoned and by 1951 they were completely gone.³¹⁸ The commercial district experienced two large scale losses thereafter, with all of the buildings between South 25th and South 26th Streets demolished in the late 1950s for the interstate highway system, and all of the buildings along “N” Street between South 24th and 25th Streets demolished in 1980 for parking.³¹⁹ But the historically large, built up scale of the South 24th Street commercial district ensures that today the area retains a dense urban feel even with the removal of those blocks of buildings.



Above: 1934. Looking south on South 24th Street from “L” Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF60-325.

316 National Register of Historic Places, “South Omaha Main Street Historic District.”

317 National Register of Historic Places, “South Omaha Main Street Historic District;” Orr, 185.

318 Orr, 338, 339.

319 Mead and Hunt, “Reconnaissance Survey of Portions of South Omaha,” 7; National Register of Historic Places, “South Omaha Main Street Historic District.”

O and L Street

In the late 1800s, there was a desire to construct a viaduct that would connect the stockyards to the heart of South Omaha's business district.³²⁰ Although viaducts, which crossed railroads around the busy Union Stockyards in South Omaha, were constructed at "L" and "Q" Streets in 1889, South Omaha residents felt the "L" Street viaduct was too far north from the city's business district and the "Q" Street viaduct was too far south.³²¹ After many years of pressuring the Union Stockyards Company and the Union Pacific Railroad to build such a viaduct, a truss bridge was installed in 1904 at "O" Street.³²² In addition, a new viaduct by the Burlington Railroad was constructed in 1904 on "L" Street at South 39th Street. A few years later, plans were also made for locating the terminal of the new Fort Crook streetcar line to Bellevue at "O" Street.³²³

With the construction of such infrastructure projects, the land north of "L" Street and west of South 26th Street, which was bounded on the north, east and west by railroads and on the south by the Omaha Union Stockyards, was easily accessible. In 1910, streetcar rails were laid from South 24th and "O" Streets west to South 35th and "L" Streets.³²⁴ The streetcar path crossed the "O" Street viaduct, turned around the southwest corner of the old Livestock Exchange building and intersected "L" Street at Dahlman Avenue (approximately about South 30th Street).³²⁵ Once on "L" Street, it continued to the west to South 35th Street. By 1914 the track was extended along "L" Street from South 35th Street to South 42nd Street.³²⁶



Above: Above: 1911. A streetcar on the "O" Street viaduct. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF25-A2A.

320 Omaha World Herald, "Plans Ready for New Viaduct at South Omaha," December 25, 1900.

321 Omaha World Herald, "Great is South Omaha," January 1, 1890. The "L" Street viaduct was completed in the summer 1889 at a cost of \$41,000.

322 U.S. Department of Transportation Federal Highway Administration Nebraska Division, "Historic Bridges of Nebraska: Douglas County," Accessed December 4, 2017, <https://www.fhwa.dot.gov/nediv/bridges/douglas.cfm>. The bridge was built as part of a railroad bridge elsewhere in the 1880s. It was relocated to "O" Street.

323 Omaha World Herald, "South Omaha Council Waits on Officials: Street Railway Officials Are Glad to Make Their Terminal at O Street," October 31, 1906.

324 Orr, 168.

325 The old exchange building built during two building campaigns, starting in 1885 and again in 1886, sat near South 29th and "N" Streets. In 1926 it was replaced with the Livestock Exchange building standing today at 4920 South 30th Street. Orr, 169.

326 Orr, 169.



Prior to the streetcar's arrival, the area around "L" Street from South 39th to South 41st Streets was an industrial, commercial, and residential settlement associated with the nearby Union Stockyards.³²⁷ Around the turn of the twentieth century, numerous immigrants from Germany and Northern Europe settled in the area to supply labor for the growing industries associated with the stockyards.³²⁸ In 1914 the existing "L" Street streetcar line, known as Line E, and also as the Cross Town line, was extended from South 35th Street to the Omaha city limit borderline of South 42nd Street.³²⁹

The intersection of "L" and South 39th Streets was northwest of the Union Stockyards. It was a boundary line for the Burlington Center subdivision on the east of South 39th Street, Haskell's on the west of South 39th Street, and Mount Douglas on the south side of "L" Street. Four years after the streetcar extension to this area had been built, there were several wood frame buildings along both sides of "L" Street.³³⁰ While only a few lots remained vacant on the north side of "L" Street, there were more vacant lots on the south side of the street. The intersection of "L" and South 41st Streets was anchored on the northeast corner by Whittier School and by a masonry building on the southeast.

By 1936, cross-town streetcars stopped running to "L" and South 42nd Streets.³³¹ The 1937 survey of the area indicated the north side of "L" Street was still occupied with several single- and two-story buildings, primarily oriented to "L" Street. A few more buildings were constructed on the south side. These buildings, like those already constructed, were also oriented toward "L" Street. Whittier School, previously located on the northeast corner of West "L" and South 41st Streets, had been removed and replaced by a single-family house.³³²

Although the corridor still features a combination of older commercial and residential buildings, some new commercial buildings and paved parking lots have been constructed. The street has seen other changes, due to "L" Street's designation as U.S. Route 275 and State Highway 92. To the east is a new access ramp for the concrete elevated roadway which replaced the older Burlington railroad viaduct. The access ramp angles southeast from South 39th Street toward "L" Street and supplanted a few residential lots at the northeast corner of "L" and South 39th Streets. To the west, around South 41st Street, the roadway width expands with additional vehicular lanes.

327 The Union Stockyards were incorporated in 1883. Mead and Hunt, "Reconnaissance Survey of Portions of South Central Omaha," 2.
 328 Mead and Hunt, "Reconnaissance Survey of Portions of South Central Omaha," 5, 6.
 329 Orr, 169.
 330 Baist Real Estate Atlas of Omaha, Nebraska (1918), Plates 22, 26.
 331 Orr, 177.
 332 Works Progress Administration, Atlas: City of Omaha (1937), Plates 181, 183.

Q Street

Viaducts over the railroads running through South Omaha and to the busy Union Stockyards were being considered at "L" and "Q" Streets as early as 1888 to ease wagon traffic held up by long railroad trains.³³³ The "Q" Street viaduct was completed in the fall of the following year at a cost of \$37,500.³³⁴

Although the Metropolitan Street Railway Company was moving construction materials to build tracks along "Q" Street between South 24th and South 33rd Streets as early as 1891, the line, that would be referred to as the Q stub line, was not constructed for several years.³³⁵ By 1897, a portion of the line also served for a short time as a loop for streetcars traveling up and down South 24th Street, until a wye at South 24th and "O" Streets was complete.³³⁶ Work began on an extension along "Q" Street from South 33rd to South 40th Streets in 1900.³³⁷



Above: No date. The "Q" Street viaduct looking west down "Q" Street toward the Armour packing building located at South 27th and "Q" Streets. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF25-114.

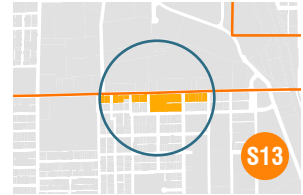
333 Orr, 65.

334 Omaha World Herald, "Great is South Omaha," January 1, 1890.

335 Omaha World Herald, August 27, 1891: 2.

336 Orr, 131. A wye is a Y-shaped junction used for switching or turning cars at the end of a streetcar line.

337 Omaha World Herald, "South Omaha People Happy. Extension of Street Railway Line West Q Street Assured - Work Begins at Once," April 12, 1900.



"Q" Street is the southern boundary of the area historically known as the Union Stockyards in South Omaha.³³⁸ Although St. Mary's Cemetery on the southwest corner of "Q" Street and South 33rd Avenue was consecrated and the Union Stockyards Company acquired land to establish a livestock market in 1883, remaining land on the south side of "Q" Street was not platted for a few more years. By 1890, the "Q" Street viaduct was complete and there was a scattering of commercial properties such as saloons and hotels and a few residential homes on the south side of "Q" Street. Meat packing houses for Armour Cudahy Packing Company, Omaha Packing Company and G.H. Hammond Company were set back from the north side of the street.

By 1897, the streetcar was serving "Q" Street from South 24th to South 33rd Streets. In 1903, the light rails used in the original track building campaign were replaced with heavier rails. During the next twenty years, the meat packing houses on the north side of "Q" Street dramatically expanded and dominated the area. In addition to the packing houses, multiple homes were built on the north side of "Q" Street alongside South 32nd Street and the northeast corner of South 31st Street. The area on the south side of "Q" Street developed more slowly with the addition of a few small commercial buildings. A little over half the lots on the south side of "Q" Street remained empty in 1918. By the late 1930s, the packing houses dominated the north side of the street and the south side was somewhat more developed. A series of single- and two-story masonry and frame buildings filled the south side of "Q" Street between South 29th and South 30th Streets. West of South 30th Street, development remained scattered with a few vacant lots dispersed among buildings.



Above: 1918. Armour and Company office building located on the north side of the street at 30th and "Q" Streets (demolished). Note the streetcar tracks and overhead wire. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF167-047.

³³⁸ The Union Stockyards were bounded on the west by South 33rd Street, on the east by the Union Pacific Railroad (approximately South 28th Avenue), on the north by "L" Street and "Q" Street on the south.

On September 8, 1940, the streetcar track was abandoned on "Q" Street.³³⁹ Despite the loss of streetcar service, the area continued to develop as the packing houses continued to prosper. By the early 1960s, the homes on the north side of "Q" Street had been removed and were replaced with a scattering of automotive related businesses such as gas stations and automotive repair shops. A few more commercial buildings were constructed on the south side of "Q" Street, but for the most part, the south side of the street still reflected the streetcar era.

Today many buildings on the south side of "Q" Street have been removed. A few historic commercial and residential buildings still stand, but are mixed among new construction. Most of the historic buildings related to the meat packing industry and the Union Stockyards are no longer standing. The 1926 Livestock Exchange building and the area immediately surrounding it has been renovated and redeveloped. In addition, Metropolitan Community College has located their South Omaha Campus to the site.

S14

CHRISTIE HEIGHTS PARK

"Q" (5200 south) and South 38th Street to 39th Avenue



Three out of four additions were platted in this area along "Q" Street between South 38th Street and South 39th Avenue in 1887. The additions on the north side of "Q" Street included Lipton's Place and Mahoney and Minahan's First Addition. The third was Fowler's Place First Addition which encompassed the land south of "Q" Street and east of South 38th Street. Land to the west was not platted until much later.³⁴⁰ Lots on the north side of "Q" Street were oriented toward the north-south streets, while those on the south side of "Q" were oriented toward "Q" Street. Streets on the north side of "Q" Street do not align with those on the south side of the street.

During the early- to mid-1880s, the Burlington and Missouri River Railroad began construction of their railroad connecting Omaha and Lincoln. The railroad intersected "Q" Street between South 41st and 42nd Streets. With the prosperous Union Stockyards to the east between South 27th and South 36th Streets, and sandwiched between two railroads (Burlington on the west and Union Pacific on the east between South 26th and 27th Streets), the area seemed primed for development. In reality, development was a bit slower.

Although the streetcar line had already been extended along "Q" Street to South 33rd Street, it was not until 1900 that the tracks were extended through this area and further west to South 40th Street. An Omaha World Herald article, "South Omaha People Happy," described two committees, the South Omaha Commercial Club and the South Omaha City Council, that were proponents of extending the existing line along "Q" Street from South 33rd Street west to South 40th Street. According to the article, "work would begin at once."³⁴¹ Sixteen years later the last addition in this area was platted, Mount View, located on the south side of "Q" Street west of South 39th Street.

By 1918, development along "Q" Street remained minimal, while many residential homes had been constructed in the surrounding area. The north side of "Q" Street between South 39th Street and South 39th Avenue remained vacant, apart from two masonry buildings on the northwest corner of the intersection at "Q" and South 38th Streets.³⁴² A few commercial buildings were built on the south side of "Q" Street between South 38th and South 39th Streets at or near the corners of each intersection. Residential construction was scattered throughout the surrounding area with a denser concentration of homes north of "Q" Street along South 39th Avenue and South 38th Street and south of "Q" Street along "S" Street.

339 Orr, 178.

340 Mount View Addition was platted in 1916, almost thirty years later. The addition included land on the south side of "Q" Street to "R" Street between South 39th Street and west of South 40th Street.

341 Omaha World Herald, "South Omaha People Happy. Extension of Street Railway Line West Q Street Assured - Work Begins at Once," April 12, 1900.

342 Sanborn Map Company, 1901-1918, Vol. 3, Sheet 349.



Above: 1932. Streetcar at 42nd and "Q" Street. From the Bostwick-Frohardt Collection, owned by KM3TV on permanent loan to the Durham Museum. Identifier BF4842-003.

By 1923, as recorded by Pease & Norgard,³⁴³ paved streets in this two-block area were limited to South 38th Street (south of "Q" Street only), "Q" Street, and South 39th Avenue from "Q" Street north to "P" Street. The remaining streets in the immediate area were unpaved. Over the following decade, construction expanded with commercial enterprises mainly located along the north side of "Q" Street. Commercial development on the south side of the street also increased, although a few empty lots and residential buildings remained scattered throughout. In 1940, the streetcar line, from South 26th to South 42nd Streets was abandoned.³⁴⁴ Today, commercial institutions have remained situated along the north and south side of "Q" Street, as have the residences north and south of the commercial corridor.

³⁴³ Pease and Norgard, Map of Omaha, Nebraska (1923).

³⁴⁴ Orr, 338.



CHAPTER 3: RESOURCE ANALYSIS

INTRODUCTION

This chapter explains the analysis performed on each area in order to determine which might be suitable for potential historic district designation based on its association with the historic streetcar system of Omaha. To make these judgements, the team identified attributes that they felt combined to convey the feeling and association each area has regarding its own history, as well as its relationship to the context of the historic streetcar system in Omaha. Beyond age and physical condition, this included aspects such as right-of-way width and density which influence how urban environments are perceived.

An explanation of each attribute is included here to facilitate the readers understanding of the choice of feature and how it was examined. This includes a discussion of where the data came from, how it compared to what was expected, how it varied from area to area and notable observations. In general, analysis was aggregated per area, such as the overall physical condition of the buildings, although some attributes were simple numbers, like the right-of-way width.

Once the analysis was complete, a determination was made regarding each area's ability to continue to express its history today. The results illustrate that while there are common themes to each area's development, there are also many unique histories that these places convey.

STREETCAR DURATION

This study revolves around the properties associated with the historic streetcar system in Omaha. Thus, the initial benchmark for the study was an understanding of when and where this occurred.

The duration of Omaha's streetcar service and the duration of individual streetcar lines was determined from data contained in Richard Orr's well-researched book, *O & CB: Streetcars of Omaha and Council Bluffs*, along with additional periodical research in the Omaha World Herald archives. Although this research supported the expectations associated with the overall time period of the streetcar system, the variation of duration between individual streetcar lines was surprising. Some areas were served by the streetcar earlier in Omaha's history, while other areas, such as Prospect Hill, lobbied many years for service.

By studying the streetcar duration in conjunction with the Sanborn maps, it was clear that the duration of the streetcar line was not the primary factor determining an area's overall historic density. Specifically, if an area had streetcar service for a long period of time, it did not automatically mean more buildings were present when compared to an area that did not have streetcar service for an extended duration. Later erosion of the built environment was also not impacted directly by the length of streetcar service. Automobile-related development or overall disinvestment in an area appear to have had more impact.

LAND DEVELOPMENT

Well before the streetcar system emerged in Omaha, the city fabric had already developed to some point. Below and around buildings, often invisible, lies a foundation of land development patterns which establish the framework for our built environment. Organized through the Land Ordinance of 1785 and the Homestead Act of 1862, early surveyors laid out the necessary framework of the Public Land Survey System, sometimes known as the American Grid. In the Midwest, this generally follows a rectilinear pattern, orientated cardinally, dividing land into mathematically precise, increasingly smaller units called Ranges, Sections and Townships. Townships were then additionally subdivided into blocks and lots according to preset dimensions. Occasional exceptions to the grid were made for cliffs, rivers, and, less frequently, rotating the grid to align with railroad tracks.

Town platting within the townships was less uniform, although certain norms can be found within various regions; for example, in the late 1800s a 22-foot-wide lot was commonly used in areas where developers were interested in promoting commercial building. Within cities as large as Omaha, it is common for the lots and blocks to vary in size and width as various developers tried different combinations of lot sizes and building development to spur growth. The commercial 22-foot-wide lot given above, for example, might be 24-feet wide in another area of Omaha.

There are several markers that physically define this invisible layer of land development today. These include the Right-of-Way, block length, lot grain and orientation, and service access. These were analyzed within the study to see what influence they had on the building development that occurred.

Right-Of-Way (ROW)

Right-of-Way (ROW) is the area in which public streets and sidewalks are located and is adjacent to and abuts private property. The ROW for this study was taken from the Sanborn maps for each area. Streets along commercial corridors in Omaha vary in width. In Omaha's earliest days, smaller ROWs were established in residential neighborhoods and wider ROWs were laid out in commercial areas to accommodate the wide turning radius of horse drawn freight wagons. Today planners use smaller ROWs in many places to create a more pedestrian scaled environment, while wider ROWs continue to accommodate higher traffic volumes and larger vehicles.

Most streetcar tracks were laid out along streets that were considered connecting corridors within Omaha. When originally platted, these roads were laid out at 66 feet wide. This was considered wide enough to handle both individual horses and horses pulling wagons and carts. Their generous width later encouraged their selection as streetcar routes. Today, these roads are most often laid out to include two lanes of traffic, parallel curbside parking on both sides of the street and a sidewalk that fills the remaining land to the front of the commercial buildings. Notably wider ROWs include Metcalfe-Harrison (W07) and Country Club (W08), which are 85 feet wide; and Florence (N11), Forrest Hill (S01), Little Bohemia (S04), Spring Lake (S09), and S 24th St (S11), which are 100 feet wide. 24th Street is an interesting case where the ROW changes from area to area. While several nodes are among those listed as the widest, other nodes between those have smaller ROWs. The smallest ROWs is 60-foot-wide within Prospect Hill (W01).

Average Block Length

Average block length for the stretch of land alongside the streetcar route was calculated by adding lot dimensions measured on the Douglas County Assessor's GIS website. Long and double blocks make it difficult for people to travel across a town from one area to another. Shorter blocks are considered more pedestrian friendly.

It was assumed that block lengths would not vary much across the study areas and this was partially true. Although the block length varied greatly across the entire study, when broken into smaller groups according to the direction of travel from Omaha's center, closer averages could be seen. This is most clear in the northern group where the average block length in the survey held close to 261'. The West study areas were just slightly larger, averaging 300'. Block length in the south areas varied widely from 164' to 900'.

Lot Characteristics

There are two aspects of lot characteristics: grain and orientation. Lot grain describes the number of lots per block, often described as fine, medium and large. A fine grain is a large number of lots per block, typically 12, with a lot width of 22'. On average, a medium grain reduces this to 8, often with a lot width of 40'-60' and a large grain reduces this to 4, with a lot width of 75'-100'. Lot orientation describes how the lots engage the street. Most lots are rectangular in nature. End lots have the short end facing the street. Face lots have the long end facing the street. (See glossary for illustration.)

While some variation in lot grain and orientation was anticipated across the study areas given the different periods when they were platted and the preferences of various developers, the considerable variation within each study area was unexpected. This was notable in Fontenelle Park (N12), Little Bohemia (S04), Roger's Addition (S06), Deer Park (S08) and Blackstone (W10). Vinton Street, Radial Highway and Military Avenue also added a unique dimension to this attribute, creating cross-grain lots – a parallelogram shaped lot with an angled face to the street through several areas.

Service Access

Service access, better known as alleys, are common features of many historic neighborhoods. Within this study it was most common to see alleys running parallel to the streetcar route. There are exceptions, in many cases, where the streetcar route turned off one major road onto another, such as at Collin Field (S10), where South 20th Street and Missouri Avenue both have alleys.

LAND DEVELOPMENT SUMMARY

Early in this study, it became apparent that Omaha could be divided into three zones: North, South and West. Each of these zones exhibit different patterns of development. The root of these variations goes beyond the differences in populations to the underlying geography of the land itself and its subdivision for growth and use. Omaha originally developed along terraced bluffs parallel to the Missouri River, setting the stage for its future north/south streetcar lines. To the west, the trails across the bluffs set the stage for overland travel long before streetcars made their appearance. The development of land along these established paths resulted in north/south nodes where roads widen and narrow, and western roads that run at an angle to the grid. Later, the light industries in the north side of town, the meat packing plants in the south side of town and the speculative investors west of town each set in motion a different set of values and benchmarks for development. Development in the north was early in Omaha's history and often followed a town platting system close to that of downtown Omaha in street size and streetscape. The early railroads to the south confined development at times, forcing longer blocks that paralleled the railroad tracks. To the west, longer blocks were also formed as speculators encouraging people to "move west", via routes that followed the original trails, leaving a land subdivided into parallelograms where they cut across the orthogonal American Grid.

PHYSICAL CHARACTERISTICS

There are physical resources set atop past land patterns that we see today and recognize as place makers: buildings, signs and street pavement that combine to create our urban environment. These need to be present, with sufficient age and integrity, for an urban historic district to provide a sense of a culture's past. Therefore, the team gathered information that could physically describe the types of resources present in each area.

Active Resources

This study focused on identifying commercial and multi-family buildings constructed when the streetcar was active in an area. The study also focused on such buildings that have the physical integrity to contribute to a potential district. These properties were considered active resources in this study. This includes commercial and multi-family properties constructed before the streetcar came to an area, as they may have been the stimulus for later development of that neighborhood. Single family residences in each area, as well as the commercial properties associated with the automobile, were considered inactive because of their lack of association with the streetcar. Concentrating on these types of active resources emphasizes how strong or weak the association of each commercial area is with the streetcar system.

It should be recognized, however, that the history of each area is unique. In some cases, the significance predates the streetcar, or extends beyond into the automobile era. Some areas were densely packed with commercial resources, while in others, property types were inherently part of a more mixed core. Therefore, as more is known about an individual area, the contributing/non-contributing status of each resource should be clarified and boundaries for prospective historic districts can be established. The final boundary for any of the potential districts may or may not include schools, churches and surrounding single family residences, depending on the historic context that is developed.

Physical Integrity

Physical integrity and physical condition were reviewed concurrently, as they are closely tied. When thinking of these features together, it helps to think of the following example. A derelict building that had not been altered has better integrity and a poorer condition than a building that has recently received an unsympathetic renovation with a significant amount of modern material.

Physical integrity focuses on the existing historic fabric of the buildings. It is usually defined as intact (all historic material is present), having gained historic significance (changes are old enough to be historic themselves), sufficient (the building has slight alterations), or none. For example, buildings that received all new facades had little to no integrity.

The average physical integrity of the extant active resources was described here. For this purpose, the buildings as a group needed to portray an association with the former streetcar system to be considered to have high integrity. The changes in integrity within each group were described as one of the following:

Within the streetcar period	The buildings are little altered since construction, or the alterations are old enough to have gained historic significance and date from within the streetcar period. It was assumed that storefronts which have been boarded over have historic material intact behind them.
Beyond the streetcar period	A significant number of resources were constructed after the streetcar was discontinued in the study area.
Sympathetic	Buildings have been rehabilitated, but the modern materials were installed with form and detailing that would likely be acceptable to a historic tax credit review, had the design gone through the review process, leaving them with a form and scale that still identifies with the streetcar period.

Reversible	Buildings have been rehabilitated in a manner likely to be deemed inappropriate by a historic tax credit reviewer, but changes can be made that would likely reverse this. In many cases, buildings were resided or boarded over in a manner that many be undone, returning them to a form and scale that still identifies with the streetcar period.
Irreversible	Buildings have been rehabilitated in a manner likely to be deemed inappropriate by a historic tax credit reviewer, and the new material was installed in a way which is likely to be irreversible, leaving them unable to represent an association with the streetcar system.

Physical Condition

The average physical condition of the extant active resources was described here. It focuses on the existing condition of the building. To simplify things, three broad categories were used - defined as good, fair or poor. Buildings that were boarded over or that had infilled openings that could clearly be altered to something more compatible with the street car era were given a higher rating than those that had been altered in ways that cannot be reversed.

The clusters in this study were described as one of the following:

Good	Most buildings are occupied and being regularly maintained; most need only a little maintenance.
Fair	Buildings may or may not be occupied; most need more substantial work. This includes buildings with reversible integrity.
Poor	Most buildings need significant work.

Historic Common Building Use

For each building, a general historic building use was established according to the use listed on the earliest Sanborn Map. The terms used were those listed in the Nebraska SHPO's 2010 NeHSI Manual. The 1890, 1918 and 1962 Sanborn Maps cover most of Omaha; however, in 1934 only the older portion of Omaha was resurveyed. Because of town growth between 1918 and 1962 in Miller Park (N10) and Elmwood Park (W15) the 1962 map is the oldest Sanborn Map available.

The historic building uses were almost uniformly stores, since this study focused on commercial centers. There were some more specialized uses, such as drug stores and bakeries, with some office functions mixed in.

As nominations to the National Register or Local Landmarks are developed, additional research is recommended. City directories would firmly establish more precise uses for each resource.

Historic Neighborhood Draw

This category was based on the historic uses on the oldest Sanborn Map, whether or not the building was extant. The draw was considered to be the commercial use that would attract people to visit the commercial cluster. Entertainment venues were considered more attractive than typical commercial uses. Commercial uses such as stores were considered more of a draw than light industry or schools since it was assumed that stores would attract people throughout the day and that people would be selective about which retail establishments to frequent.

The assumption that every cluster would have some type of entertainment venue that would be the neighborhood draw was proven false. While many clusters had movie theaters or restaurants, the neighborhood draw was equally likely to be a drug store, general store, church or school.

Current Use

Data and terminology for this category were taken from the County Assessor's records. Within their database, they have a dataset named "account type". The terms in this category are limited and cover a broad range of property types. They were used to confirm the commercial use of each property. This pointed out that some areas included light industry as well as commercial and residential uses.

Within the database, information from the Assessor's records for Unit Type were also analyzed. These provided a more refined breakdown of current uses. In many cases, the original store function remained, although specialty stores such as drug stores were often changed to other types of stores. In some cases, the store has been converted to offices. Restaurants and tavern uses moved from location to location within neighborhood centers. Movie theaters rarely remained. They were converted to a wide range of functions, including stores, taverns, warehouses and churches.

Typical Height

Buildings help to give the ROW a defined edge and sense of scale. Smaller buildings bring the built environment down to a more human scale and help to reinforce a pedestrian-oriented environment.

This category is simply the average height of the extant commercial buildings in a given area. The information was collected from the Douglas County Assessor.

It was assumed that taller buildings would be on the corners and shorter buildings on the interior of the block, but this was proven false. Tall buildings were equally likely to be located on the corner or on the center of the block.

Street/Sidewalk Relationship

In a pedestrian-oriented commercial area, the progression across the right-of-way (ROW) typically starts at the face of a commercial building and progresses to sidewalk, parking and finally street. When the street is limited to one driving lane in each direction, there is a strong visual connection between the two built-up edges where buildings stand.

The typical pattern in the survey areas was the pattern outlined above. Exceptions are seen in areas which retained a pattern of single family or multi-family residential within the commercial area. Then a planted area was typically found between a narrower sidewalk and the curb-side parking.

Form Notes

Form describes the physical shape of the buildings in each area. All buildings have form, although many have no recognizable style. Each building in this survey was assigned a form based on Richard Longstreth's *Buildings of Main Street*, a book recognized by most State Historic Preservation Offices for its ability to help categorize vernacular buildings.

As expected in commercial areas, most buildings were one and two part commercial blocks (see glossary). Notable exceptions were the House with Commercial Addition and the False Front buildings discussed in more detail later in this chapter. Other notable exceptions include high style buildings found in the towns annexed into Omaha, such as the Masonic lodge in Benson (W09). Some of these buildings may be individually eligible for listing in the NRHP.

DEVELOPMENT ACTIVITY

In development activity, the following categories provided a way to compare the histories of each area and describe how the urban fabric had been altered over time.

Construction Booms

Construction dates were initially taken from the Douglas County Assessor. This data was often rounded to the nearest decade when a construction date could not be otherwise established for an older property. This then caused spikes in the data for 1890, 1895, 1900 and 1910. Where this affected the discussion of a construction boom, dates were marked with an asterisk (*).

The duration of the streetcar did not have a predictable impact on the development of an area. It was assumed that the extension of the streetcar to an area would bring immediate and sustained development to an area. While this did happen in some cases, notably Little Bohemia (S04), Vinton (S07) and Orchard Hill (W04) other factors often influenced a later or earlier development. Commercial nodes such as Benson (W09), Florence (N11) and South Omaha (S11) were formed as separate towns before the streetcar and improved with its extension to the area. Others formed well after the coming of the streetcar, as part of infill development built to meet the growing demand of a larger population. Still, the reasons for the timing of expansion in other areas remains unclear.

Density At Peak

Density is the combination of land development and the physical forms upon it. It has both low level, lot and street elements, and higher level, building and landscape elements, that combine to create the form of the neighborhood.

This was studied by a review of Sanborn maps for each area, looking at all of the buildings in each area and identifying when the largest number were extant. Two sets of terms were combined to describe the density at peak.

A description of the footprint of the development:

Double Loaded Street	Commercial buildings line both sides of the street.
Single Loaded Street	Commercial buildings line one side of the street, opposite single-family residences or a larger neighborhood center such as a school or church.
Node	Commercial buildings are concentrated on three or four corners of an intersection.

And a description of the walls of the development:

Dense	Buildings abut the lot line and are immediately adjacent to one another, typical of row houses or downtown commercial buildings.
Interspersed	While most buildings are as described above, some have a gap between and/or there is a small percentage of open lots.
Sparse	Buildings stand alone, such as a single-family residence or commercial buildings with parking to one side. The number of open lots may approach 50%.
Open	There are more empty lots than lots with buildings.

Following are some examples:

A dense, double loaded street is most reminiscent of a true urban center. The South Omaha Historic District (S11) is a good current example of this.

An interspersed, double loaded street has some space between a few buildings and limited empty lots on both sides of the street. See Kountze Place (N01), at its peak in 1934.

A sparse, double loaded street has some space between a few buildings and a significant number of empty lots on both sides of the street. See Kountze Place (N01), currently.

An open, single loaded street, is an area where only one or two commercial buildings exist per block on one side of the street. See Long School (N03), today.

Turnover

Turnover describes the changes in each area over time. Turnover happens for a variety of reasons. Most familiar are the replacement of earlier structures with those of more fireproof construction and with those that provide higher density. This can be seen in the larger districts such as Benson (W09) and the Jazz District (N04). Less noticeable are the additions to the rear of buildings, which often significantly increase the square footage of the building, but cannot be seen from the front facade.

Within this attribute are two special types of buildings worth noting; False Front buildings, and House with Commercial Addition. False Front buildings are often remnants of the earliest construction and indicate a lack of turnover, having never been replaced with a larger, more fireproof building. This is clearly seen in portions of Little Bohemia (S04) where five false front buildings are extant. A “House with Commercial Addition” typically signifies the aspiration of an area to change from a residential community to a commercial area. Similarly, significant storefront changes indicate an area where owners had the capital to invest in the modernization of the most visible portion of their building, but often not enough capital or desire to update the remainder. This is best seen in Elmwood Park (W15), which has two houses with commercial additions.

Turnover was evaluated from the plotting of the land to the peak of development in an area. For many this was the peak of the streetcar use in the area as well, typically the late 1920s. For others, the area continued to develop until the recession that occurred due to the energy crisis in the 1970s.

Terms used to characterize turnover were the following:

Commercialization	Adding commercial buildings to empty lots between buildings, or replacing houses with commercial buildings.
Multi-family Infill	Adding multi-family housing (apartments, duplexes, row houses, etc) to an area.
Residential Infill	Adding single family housing to an area.
Replacement	Replacing commercial buildings with more substantial commercial buildings.
Expansion	Adding onto the rear of an existing commercial building or adding a commercial storefront to the front of single family residence.
Conversion	Converting a single family home to flats or a boarding house.
Maintain	Little to no changeover.

As expected, commercialization and replacement were the most common types of turnover. In many areas, more than one type of turnover was common, so both were included.

Current Density

The current density was evaluated by comparing the existing map of each study area to the map of peak development. This took into account all buildings within the study area; not just the active resources. For example, gas stations are not active resources in this story since they are not streetcar related; however, if there was a historic gas station in the area, its maintenance or loss influenced the current density.

In North Omaha, there were substantial decreases in most areas. Many buildings were removed, leaving empty lots. In South Omaha, the decreases in historic fabric varied in both the amount and its replacement. While some areas lost little historic fabric and buildings were replaced as often by new buildings as parking lots, other areas lost a significant number of buildings that were not replaced. West Omaha was notable for the number of areas that had maintained their peak density, including Metcalfe-Harrison (W07), Country Club (W08) and Benson (W09).

CURRENT EVALUATION

Feeling and Association

Feeling and association are two of the National Park Service's Seven Aspects of Integrity. They express our reaction to the other five aspects of integrity, which are all physical – setting, location, materials, workmanship and design. Together, they capture our ability to recognize the difference between a 13-inch-thick solid masonry wall and a thin set brick veneer without consciously thinking about it.

Feeling focuses on how we see the space today. When someone new to an area comes into the space and recognizes it as historic, we can say that it conveys a strong sense of its history. Building integrity must be high for this to occur. Building condition subconsciously plays into this, where those districts with an abundance of new material are seen as less authentic than those with more original material. In historic districts, a high density of historic buildings and other historic physical features such as brick paved streets often helps to reinforce this.

Association describes how readily someone from the past would recognize the space today. Strong historic districts preserve an area that is little altered from its past, while weaker areas contain more alterations. Thus, current density plays a large role in determining if a district has maintained its historic form, while physical condition expresses this at a smaller, individual building scale.

Each area was evaluated on how well it could convey a feeling and association with the streetcar system.

Strong	The underlying land development is little changed since it was first laid out. Additionally, there is a density of extant buildings, most with a high level of integrity. Together these factors convey a strong association with the streetcar system.
Strong 1	These areas include buildings Within the streetcar era, Sympathetically altered or Reversible. Building condition here is Good and loss of historic fabric is likely to be minimal as repairs are made. Current density is within 25% of its peak.
Strong 2	These areas include buildings Beyond the streetcar era, and/or that have been Irreversibly altered. Building condition here ranges from good to fair and loss of historic fabric is likely to be minimal as repairs are made. Current density is within 25% of its peak.
Sufficient	The underlying land development has sustained minor changes since it was first laid out. Additionally, there is a density of extant buildings, many with a sufficient level of integrity. Together these factors convey a definite association with the streetcar system.

Sufficient 3	Here integrity and building condition Varies, and loss of historic fabric is likely to be noticeable as repairs are made. Current density is within 25% or more of peak
Sufficient 4	While building integrity is Within or Reversible, building condition is Fair, and loss of historic fabric is likely to be noticeable as repairs are made. Current density is 50% or less of peak
Weak	The underlying land development has been substantially changed since it was first laid out. Additionally, there is little density of extant buildings, and/or most have only a marginal level of integrity. Together these factors have a difficult time conveying an association with the streetcar system.
Weak 5	The overriding factor here is integrity. For these districts, while the physical condition is good to fair, and the density has been maintained at 25% or more, the age of individual buildings generally falls beyond the streetcar system's existence or the integrity is currently unknown. In some cases, façade slip covers could be removed, improving the areas scoring.
Weak 6	There is only a single building associated with the streetcar system present in these areas.

Historic Significance

An area's significance is tied tightly to its associations and is derived from its ability to allow people to experience history through the resources in the built environment. The focus of this study was the streetcar system, so only this area of significance was considered for most areas. In several cases, there may be a different story that is more important to our local history that an area could represent, such as the Mormon settlement of Florence (N11).

Three descriptors were used to describe each study area; its period of significance, its relative size and its mix of uses that were associated with commercial streetcar development.

Examples include the following:

Early small streetcar commercial node

Early/Mid, large mixed used corridor

Streetcar corridor transitioning to automobile corridor

Current Preservation Status

In Current Preservation Status, those areas where some properties had been previously surveyed were labeled as "included in..." In many cases, this survey includes resources in addition to those identified earlier.

Those areas where the properties were within a previously surveyed area, but no properties were previously identified in the survey were noted as "Covered in..."

Several areas along "Q" Street and west of 42nd Street, including study areas Central Park (N13), Bancroft Street Market (S03), Hitchcock Park (S12), St. Mary's (S13) and Christie Height's Park (S14) were never previously surveyed. These should be considered for future reconnaissance surveys.

Current Planning Status

All survey areas are governed by the current Omaha zoning code, with the exception of Vinton, which has an NCE overlay.

NORTH

As with the historic context chapter, the northern zone of the analysis area comprises 13 different study areas.





North 16th Street looking north between Maple and Locust Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	North - 264'; South 340'
Lot Characteristics	Medium Face and End Grain
Service Access	Both sides parallel to N 16th St

PHYSICAL CHARACTERISTICS

Active Resources	14
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	2 Movie Theaters
Current Uses	Retail Stores
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks

DEVELOPMENT ACTIVITY

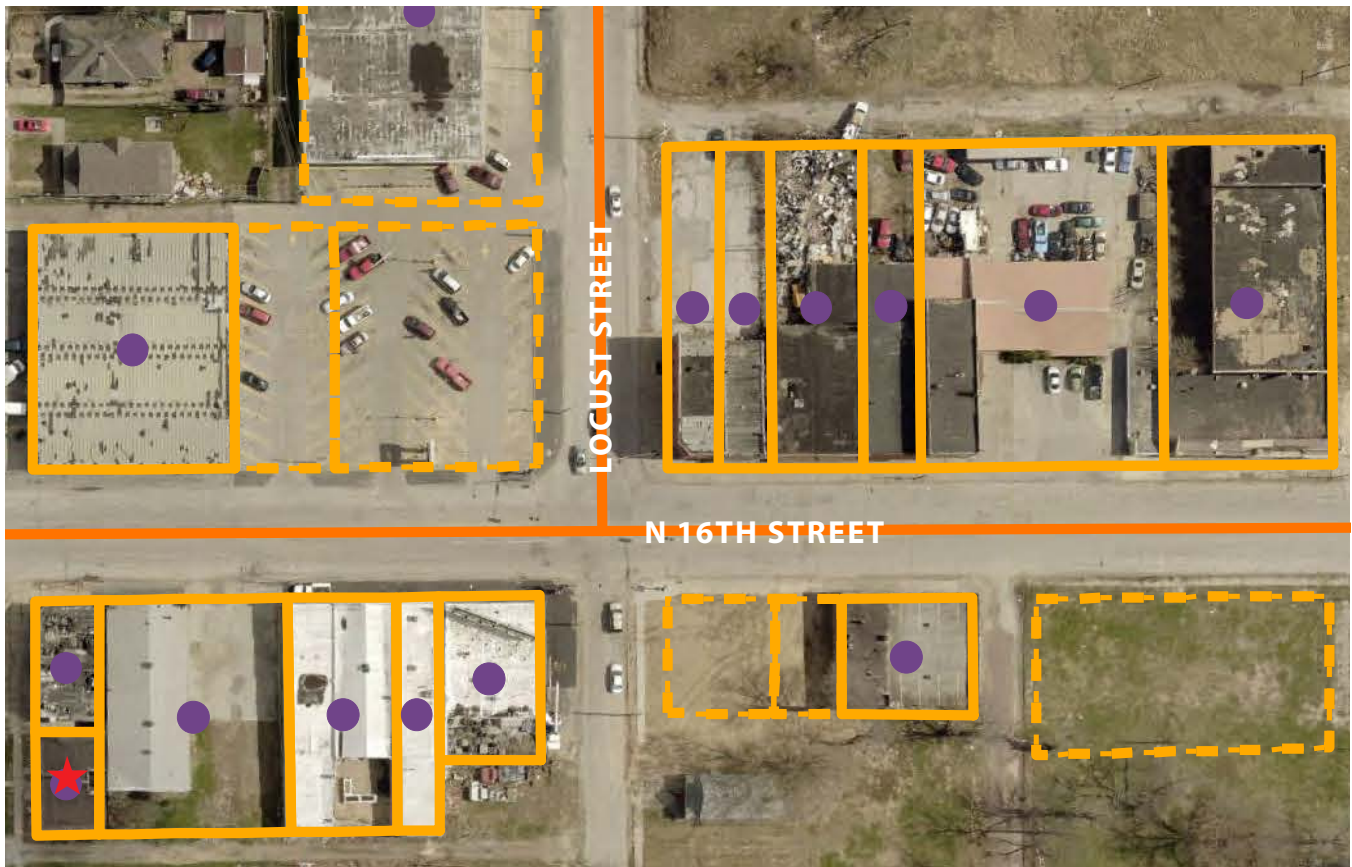
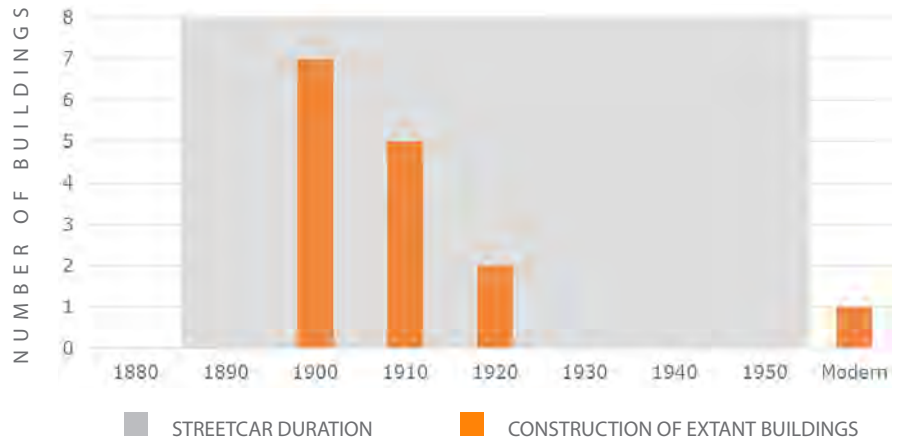
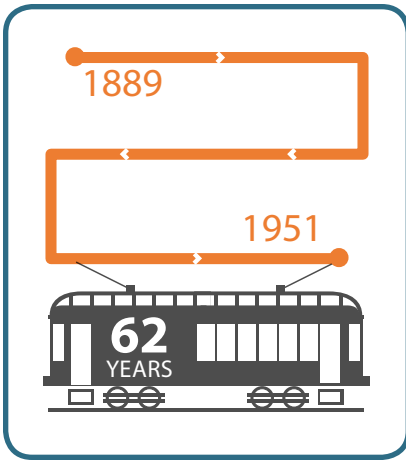
Construction Boom	1900-1906; 1919
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization
Current Density	50% Decrease - Now Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early-mid Era, Mid-sized Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Recon Survey Update; Allas Apartments: NR and LL
Planning Status	Traditional Omaha Zoning Code: GC and GI



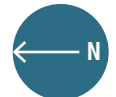
KOUNTZE PLACE



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





North 16th Street looking west between Laird Street and Commercial Avenue

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	400'
Lot Characteristics	Medium Face and End Grain
Service Access	West side parallel to N 16th St

PHYSICAL CHARACTERISTICS

Active Resources	5
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 Part Commercial Blocks

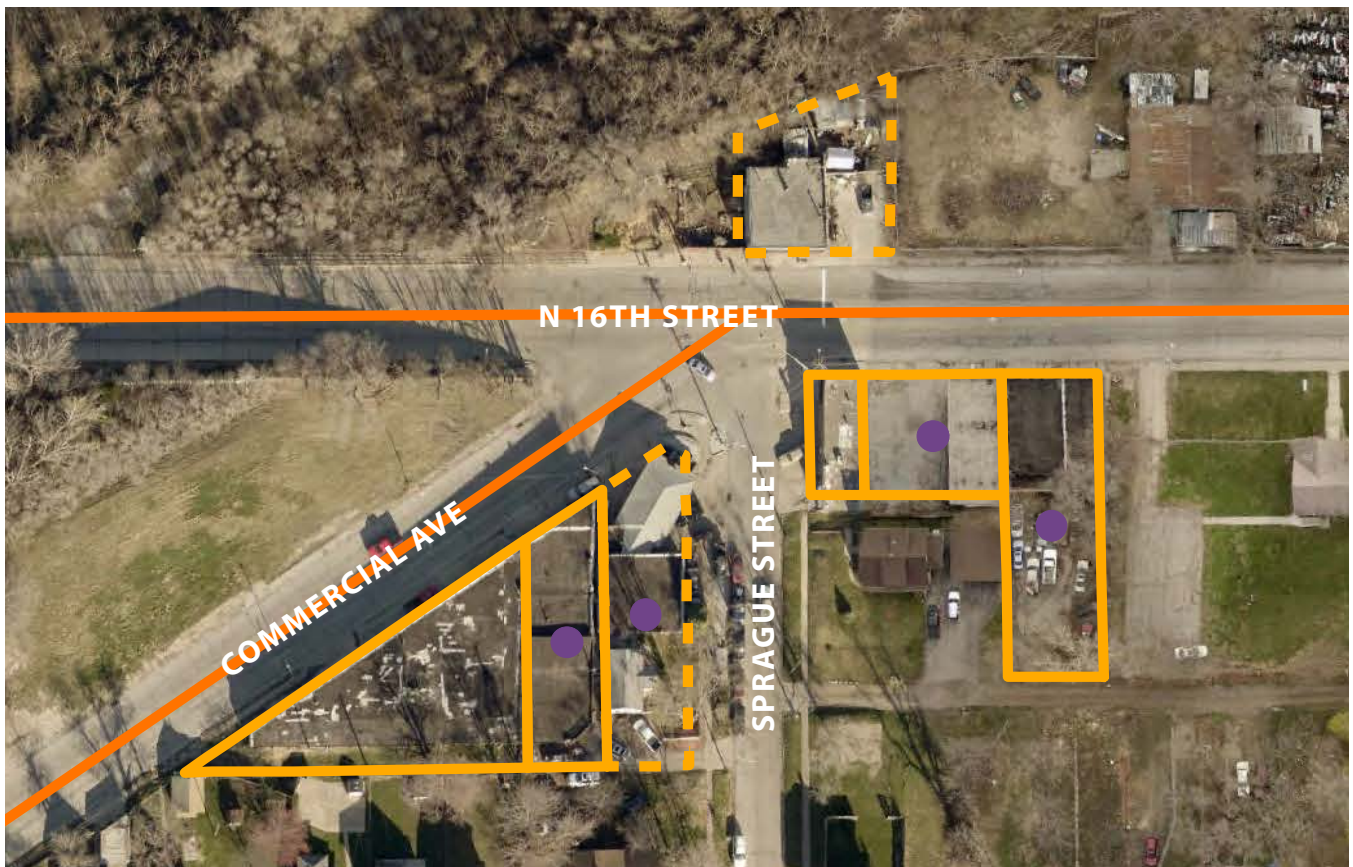
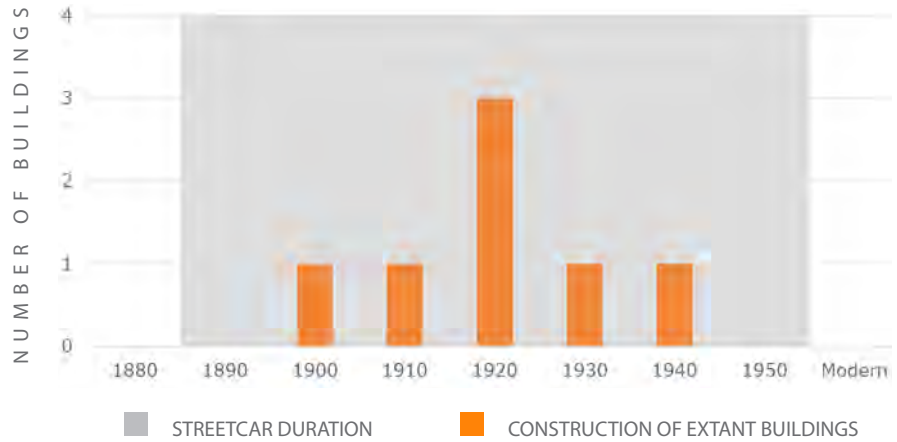
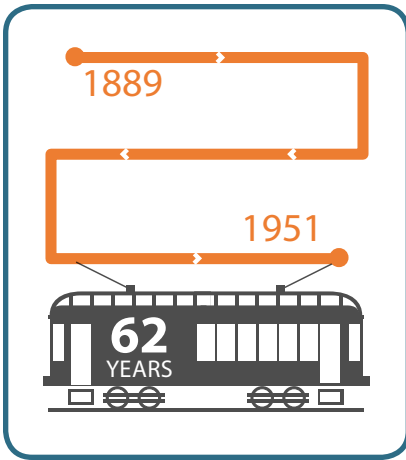
DEVELOPMENT ACTIVITY

Construction Boom	Even Development Throughout Streetcar Duration
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization and Expansion
Current Density	50% Decrease - Now Empty Lots

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	A Continuous Era, Small Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Recon Survey Update
Planning Status	Traditional Omaha Zoning Code: GC and HI

BOYD PARK



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





North 24th Street looking west between Decatur and Parker Streets

LAND DEVELOPMENT

Right of Way Width	63'
Average Block Length	264'
Lot Characteristics	Medium to Large and Grain
Service Access	East - Parallel to N 24th St; West - Perpendicular to N 24th St

PHYSICAL CHARACTERISTICS

Active Resources	7
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks

DEVELOPMENT ACTIVITY

Construction Boom	1915-1925
Density at Peak	Interspersed, Double Loaded Street
Turnover	Replacement, Commercialization and Expansion
Current Density	75% Decrease - Now Empty Lots

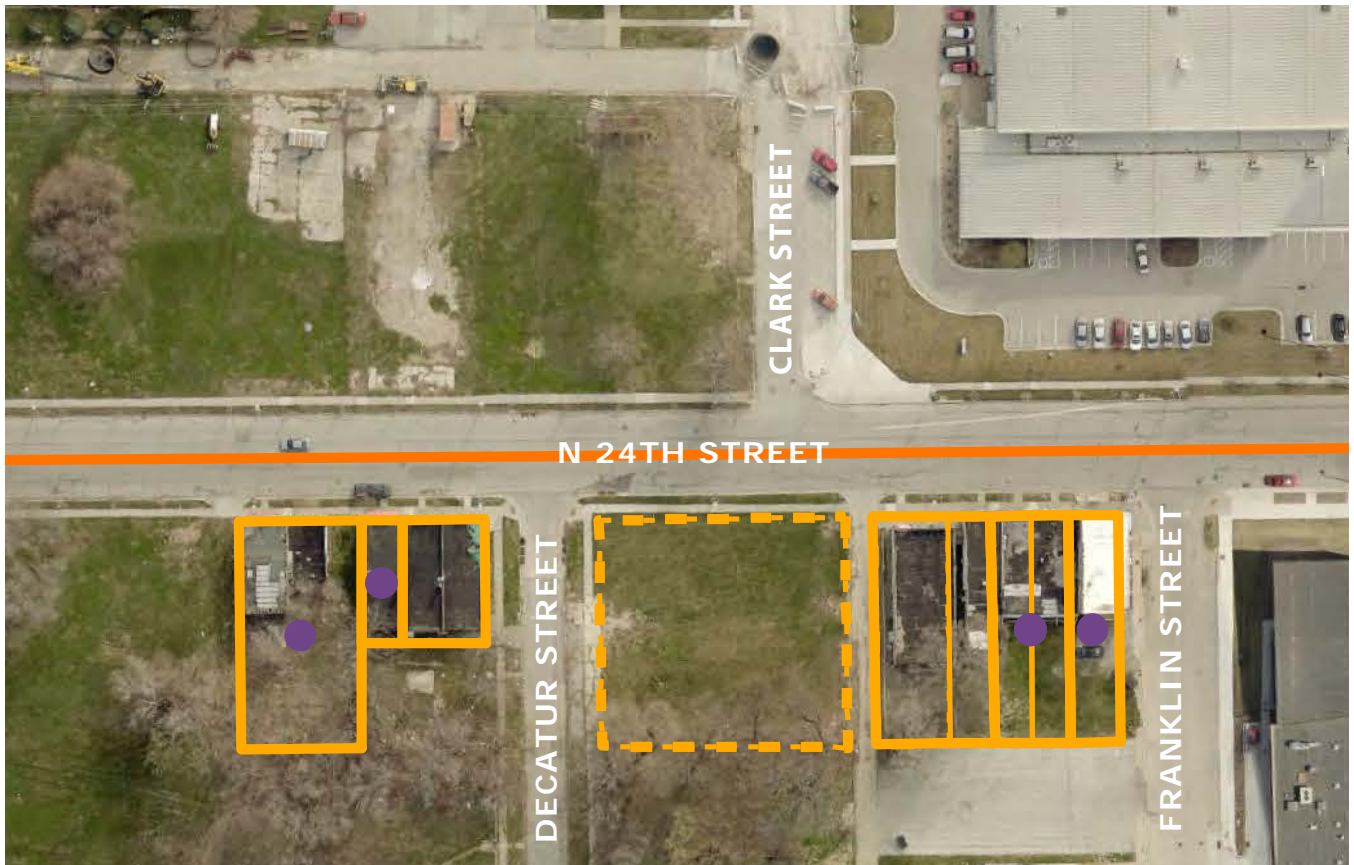
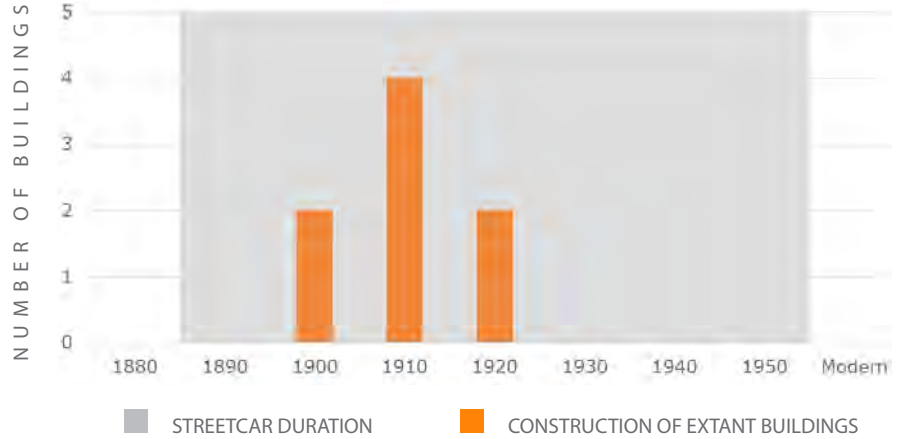
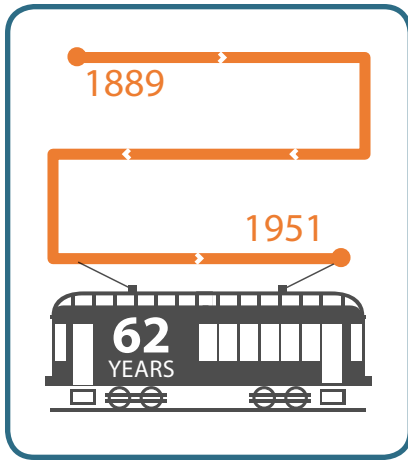
CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early to Mid Era, Small Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Recon Survey Update
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: GC

LONG SCHOOL



N3



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey



Non-Contributing
Property



Existing
NRHD



Existing
National Register

SCALE 1:1200





North 24th Street looking west between Grant and Erskine Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	24th Street - 220'; Lake St - 360'
Lot Characteristics	Fine and Medium End Grain
Service Access	East - Parallel to N 24th St; Both Sides of Lake St

PHYSICAL CHARACTERISTICS

Active Resources	25
Physical Integrity	Varies
Physical Condition	Varies
Historic Common Building Use	Varies
Historic Neighborhood Draw	Mix of Entertainment and Business Functions
Current Uses	Varies
Typical Height	Mixed 1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 and 2 Part Commercial Blocks; Streetcar Barn (Extant)

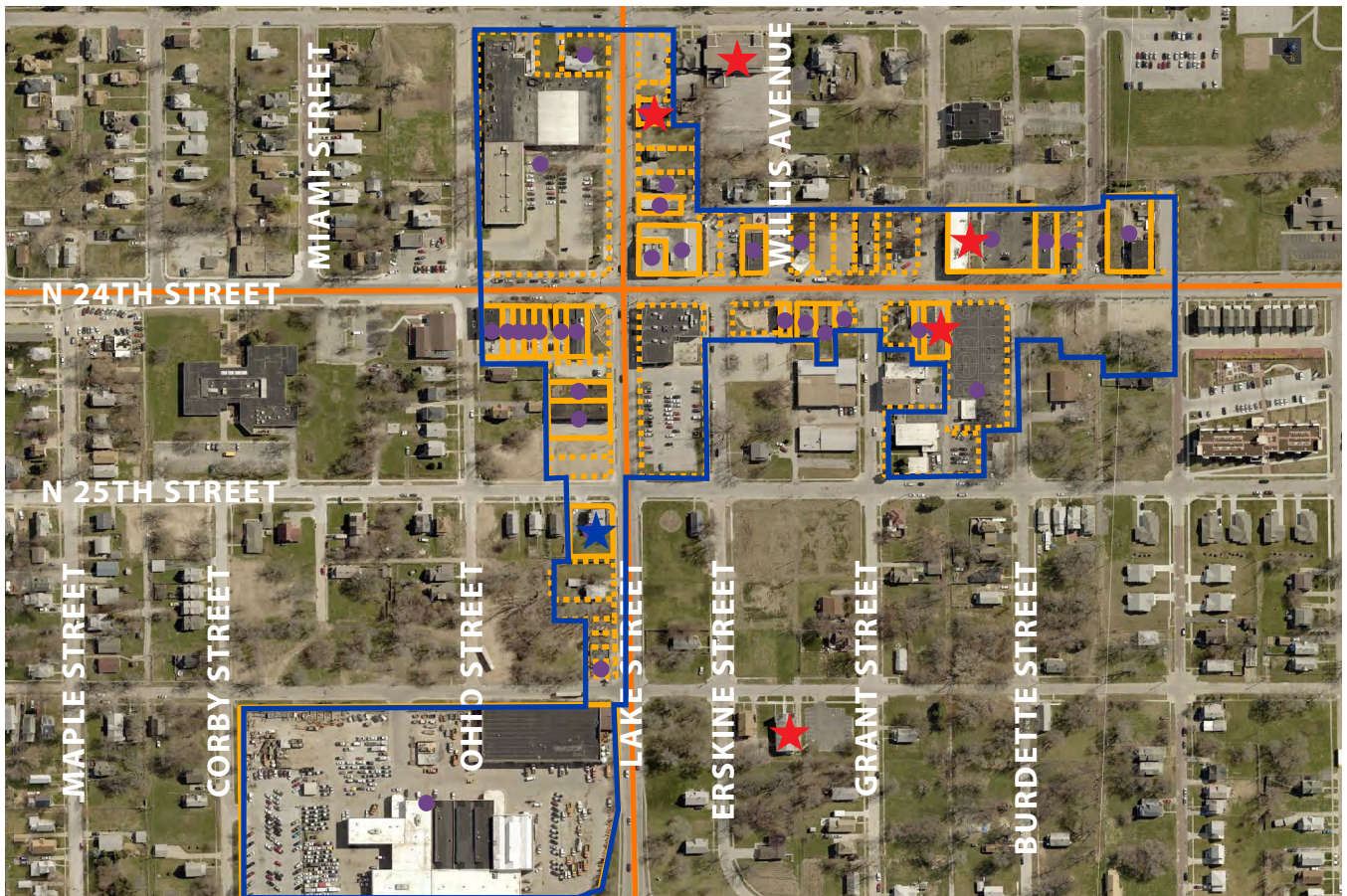
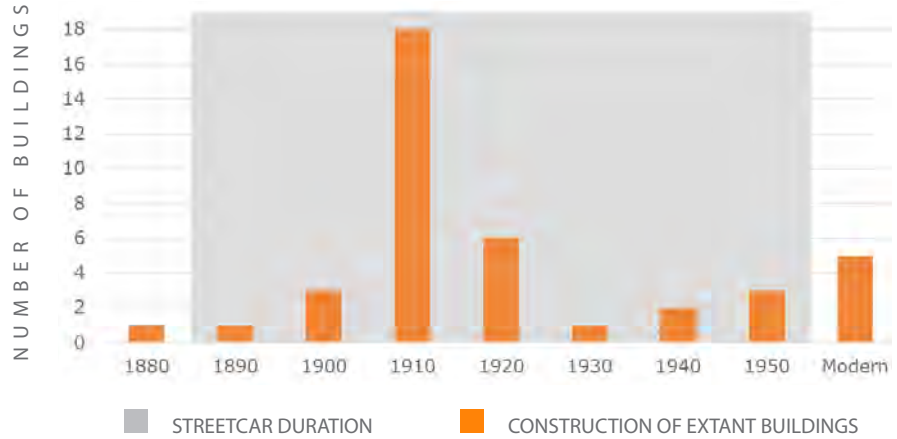
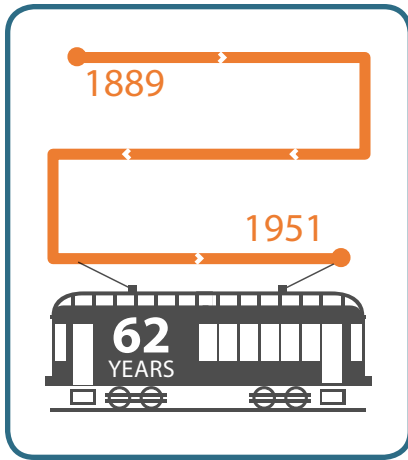
DEVELOPMENT ACTIVITY

Construction Boom	1910* - 1923; 1946 - 1954
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization and Expansion
Current Density	75% Decrease - Now Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Weak - 5
Historic Significance	Ethnic History
Preservation Status	North 24th and Lake Streets Historic District, NR
Planning Status	Urban Design Overlay: ACI-1 with Base Zoning: NBD, GC, GI, LI, R7

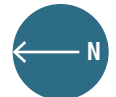
JAZZ DISTRICT



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800





North 24th Street looking west between Binney and Wirt Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	268'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Parallel to N 24th St

PHYSICAL CHARACTERISTICS

Active Resources	6
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 and 2 Part Commercial Blocks

DEVELOPMENT ACTIVITY

Construction Boom	1910*
Density at Peak	Interspersed, Single Loaded Street
Turnover	Commercialization and Expansion
Current Density	50% Decrease - Now Empty Lots and Parking

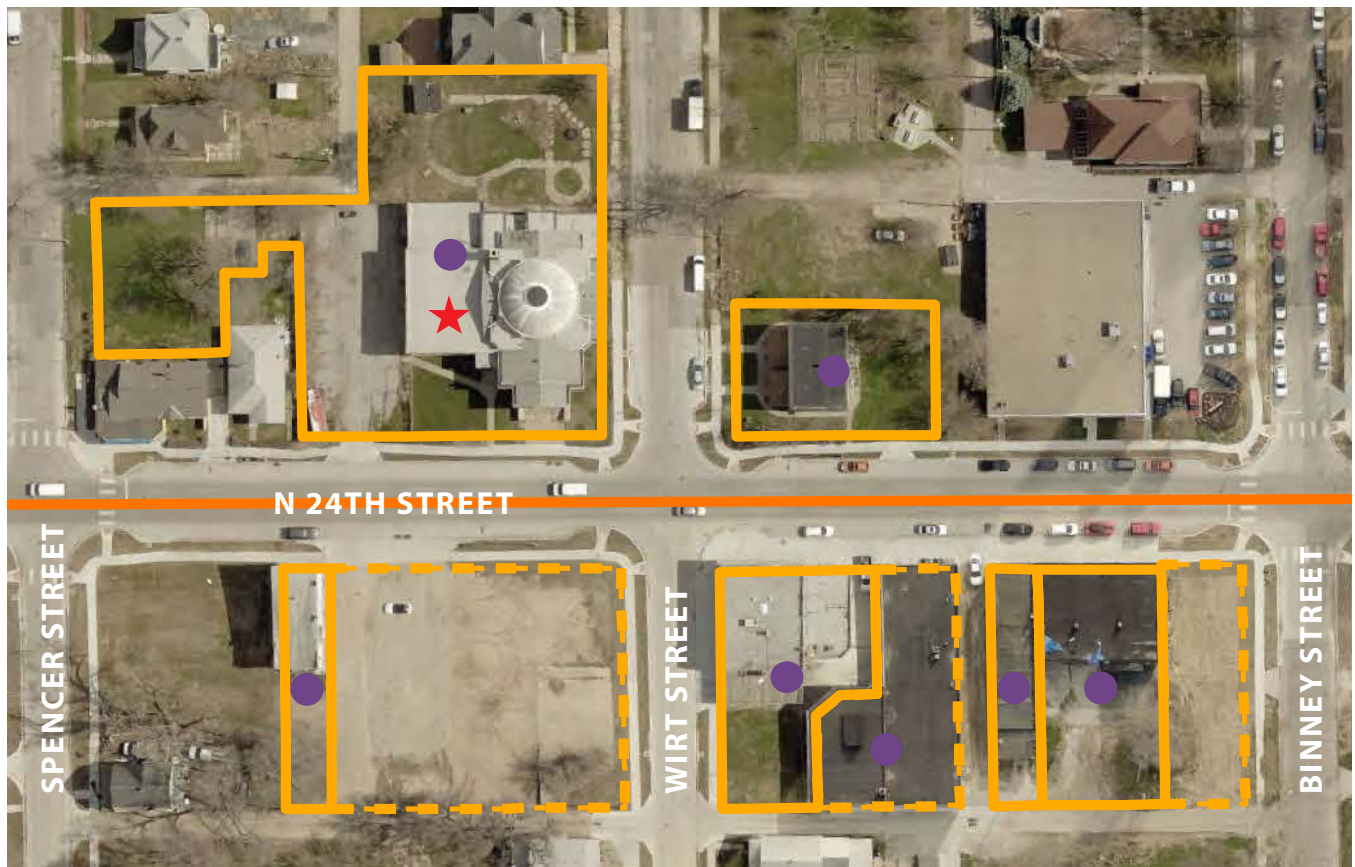
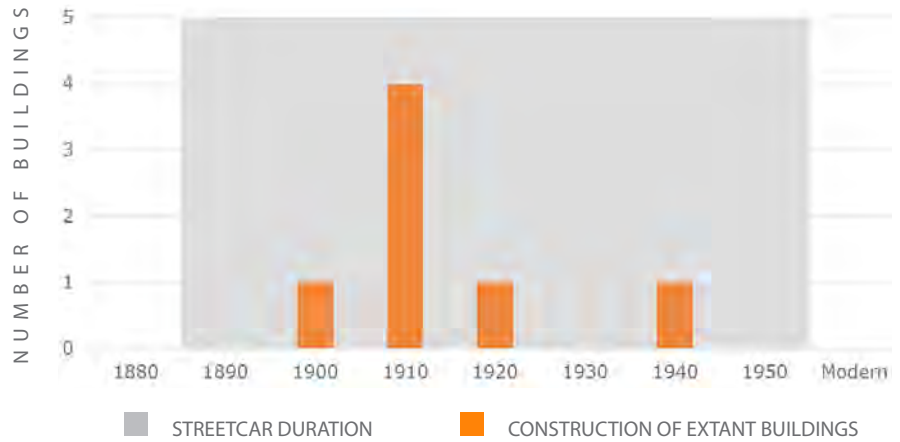
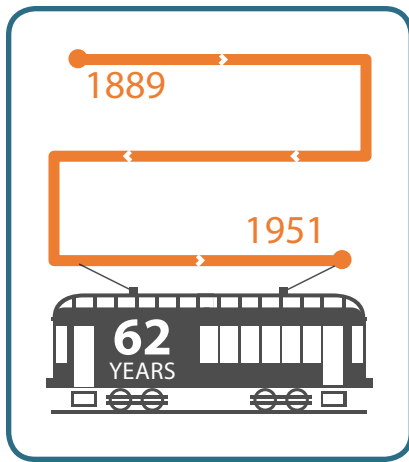
CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early/Complete Era, Small Streetcar Mixed-Use Node
Preservation Status	Included in 2016 North Omaha Survey Update; North Presbyterian Church (NR and LL)
Planning Status	Traditional Omaha Zoning Code: GC, R7

GOODWIN'S



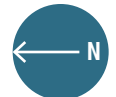
N5



KEY

- Contributing Structure/Active Resource
- Non-Contributing Property
- Existing LHD
- Existing NRHD
- ★ Existing Local Landmark
- ★ Existing National Register
- Inventoried in Previous Survey

SCALE 1:1200





North 24th Street looking east between Pratt and Manderson Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	280'
Lot Characteristics	Medium End Grain
Service Access	East Side Parallel to N 24th St

PHYSICAL CHARACTERISTICS

Active Resources	3
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Swedish Mission Hospital and Omaha University
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 2 Part Commercial Blocks; 1 House with Commercial Addition

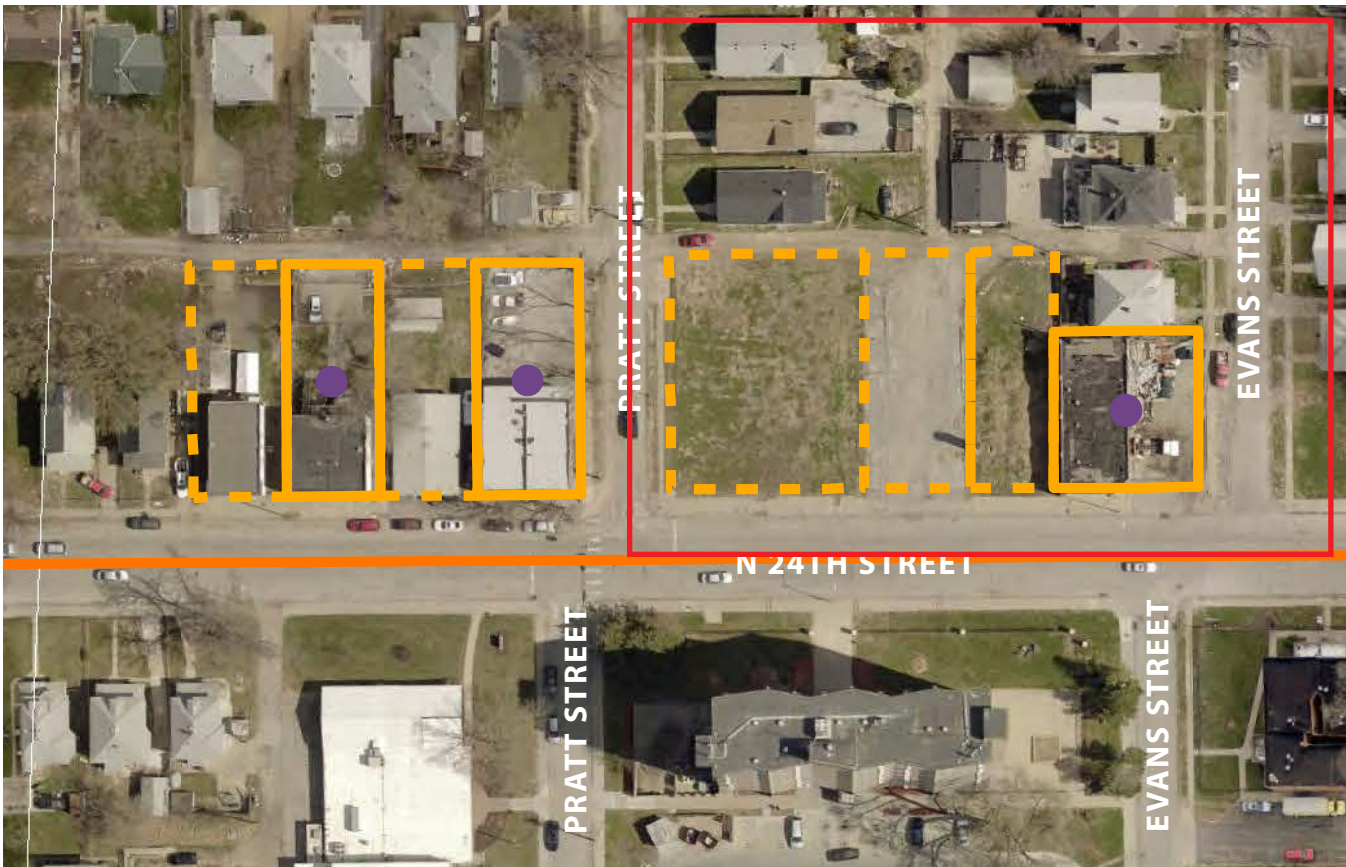
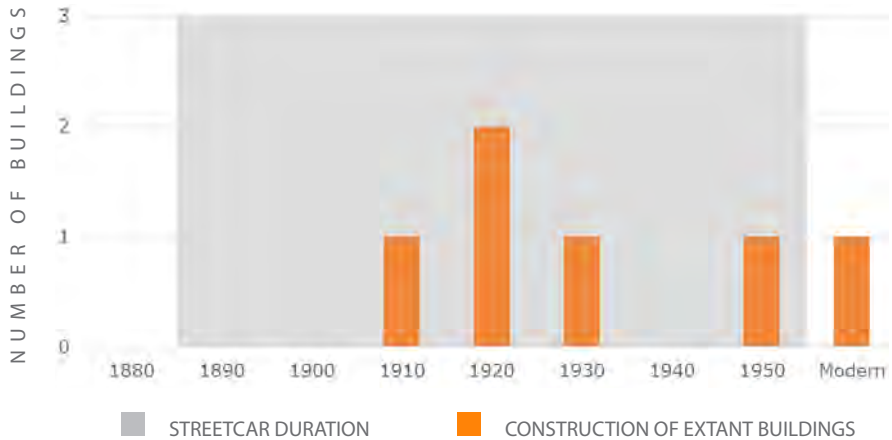
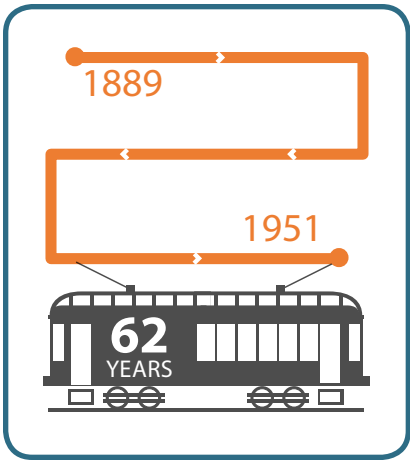
DEVELOPMENT ACTIVITY

Construction Boom	1915 - 1925
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	50% Decrease - Now Empty Lots

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An At-Peak Era, Small Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Survey Update
Planning Status	Traditional Omaha Zoning Code: GC, CC

MANDERSON MARKET



KEY

Contributing Structure/
Active Resource

Existing LHD

Existing Local Landmark

Inventoried in
Previous Survey

Non-Contributing
Property

Existing NRHD

Existing National Register

SCALE 1:1200

N



North 24th Street looking west between Sprague and Sahler Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	280'
Lot Characteristics	Fine to Medium End Grain
Service Access	Both Sides Parallel to N 24th St

PHYSICAL CHARACTERISTICS

Active Resources	7
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 and 2 Part Commercial Blocks; 1 House with Commercial Addition

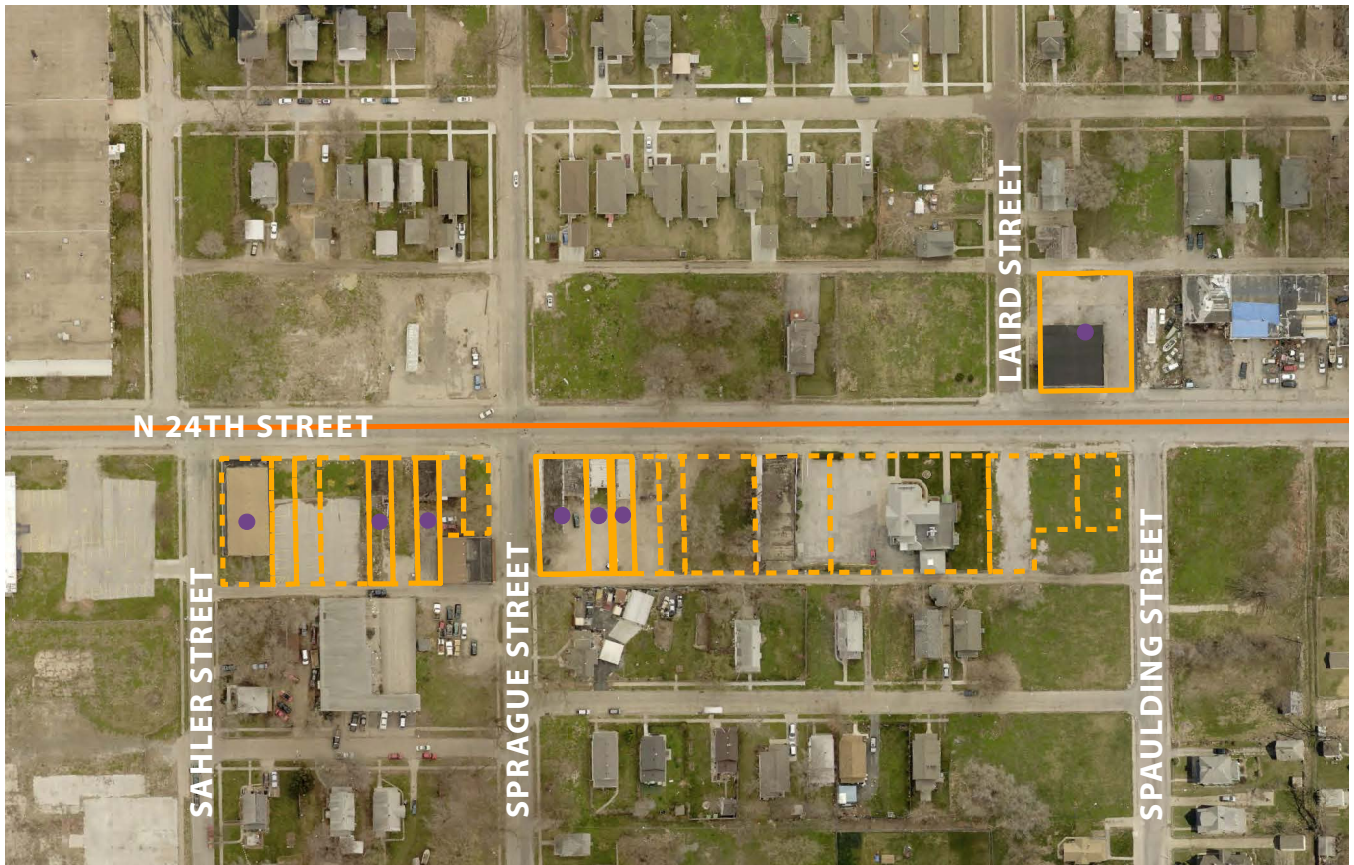
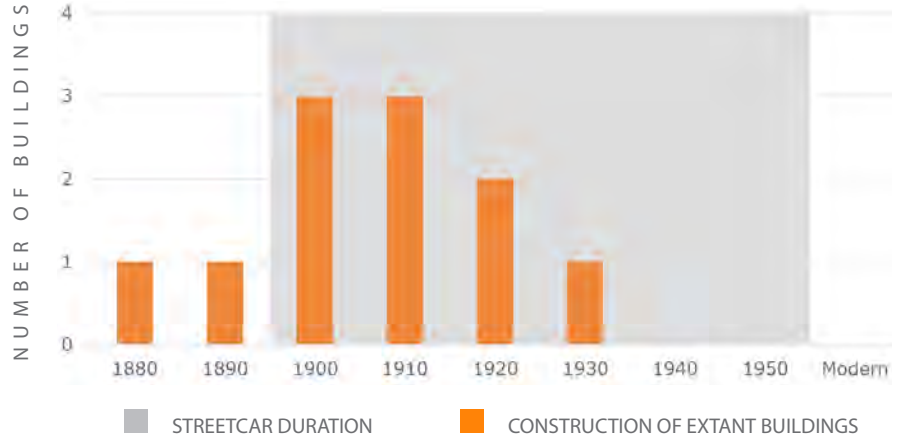
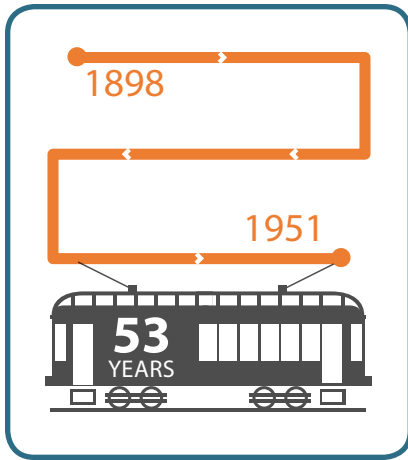
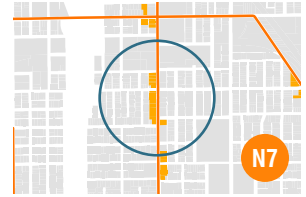
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth from 1885 - 1917
Density at Peak	Dense, Single Loaded Street
Turnover	Maintained
Current Density	25% Decrease - Now Parking Lot

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	A Pre-Early Era, Small Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Survey Update
Planning Status	Traditional Omaha Zoning Code: GC, GI

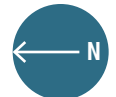
OAK CHATHAM



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:2400





North 24th Street and Ames Avenue looking southwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	East - 590'; South - 257'
Lot Characteristics	Varies
Service Access	Both Sides Parallel to N 24th St

PHYSICAL CHARACTERISTICS

Active Resources	5
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; Streetcar Barn (Non-extant)

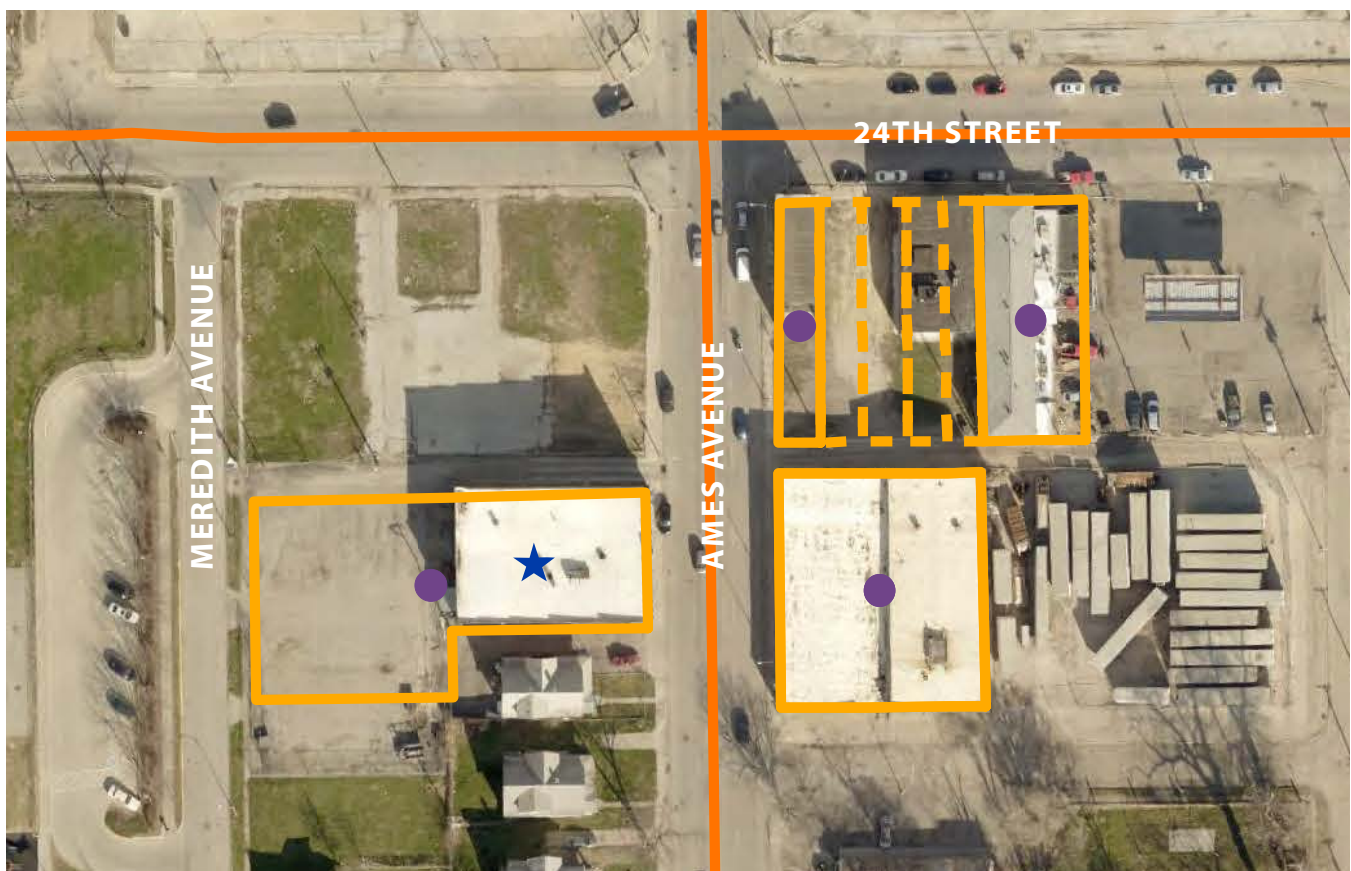
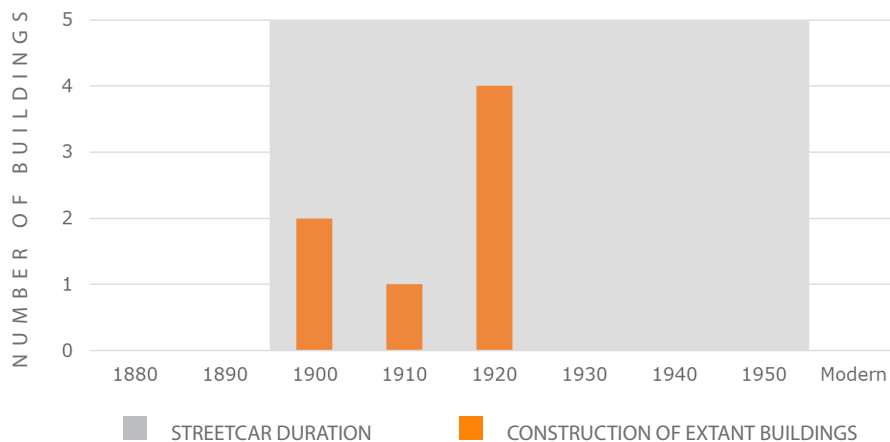
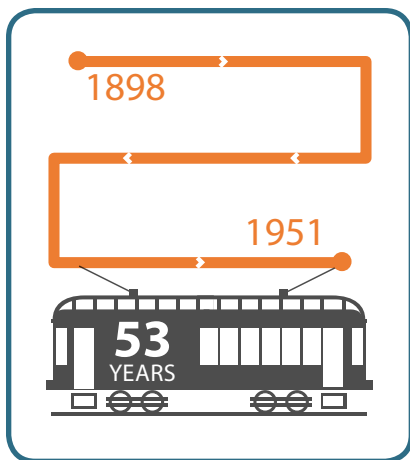
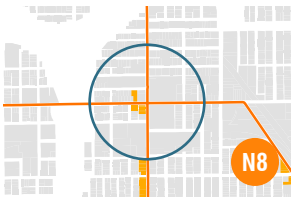
DEVELOPMENT ACTIVITY

Construction Boom	1915 - 1925
Density at Peak	Dense Node
Turnover	Commercialization
Current Density	75% Decrease - Now Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early Era, Small Streetcar Commercial Node
Preservation Status	Included in 2016 North Omaha Survey Update
Planning Status	Traditional Omaha Zoning Code: GC, GI

SMITHFIELD



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





North 24th Street looking southwest between Fort Street and Camden Avenue

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	270'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Perpendicular to N 24th St; Discontinuous Parallel

PHYSICAL CHARACTERISTICS

Active Resources	2
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 Part Commercial Blocks

DEVELOPMENT ACTIVITY

Construction Boom	NA
Density at Peak	Dense Node
Turnover	Commercialization
Current Density	50% Decrease - Now Empty Lots

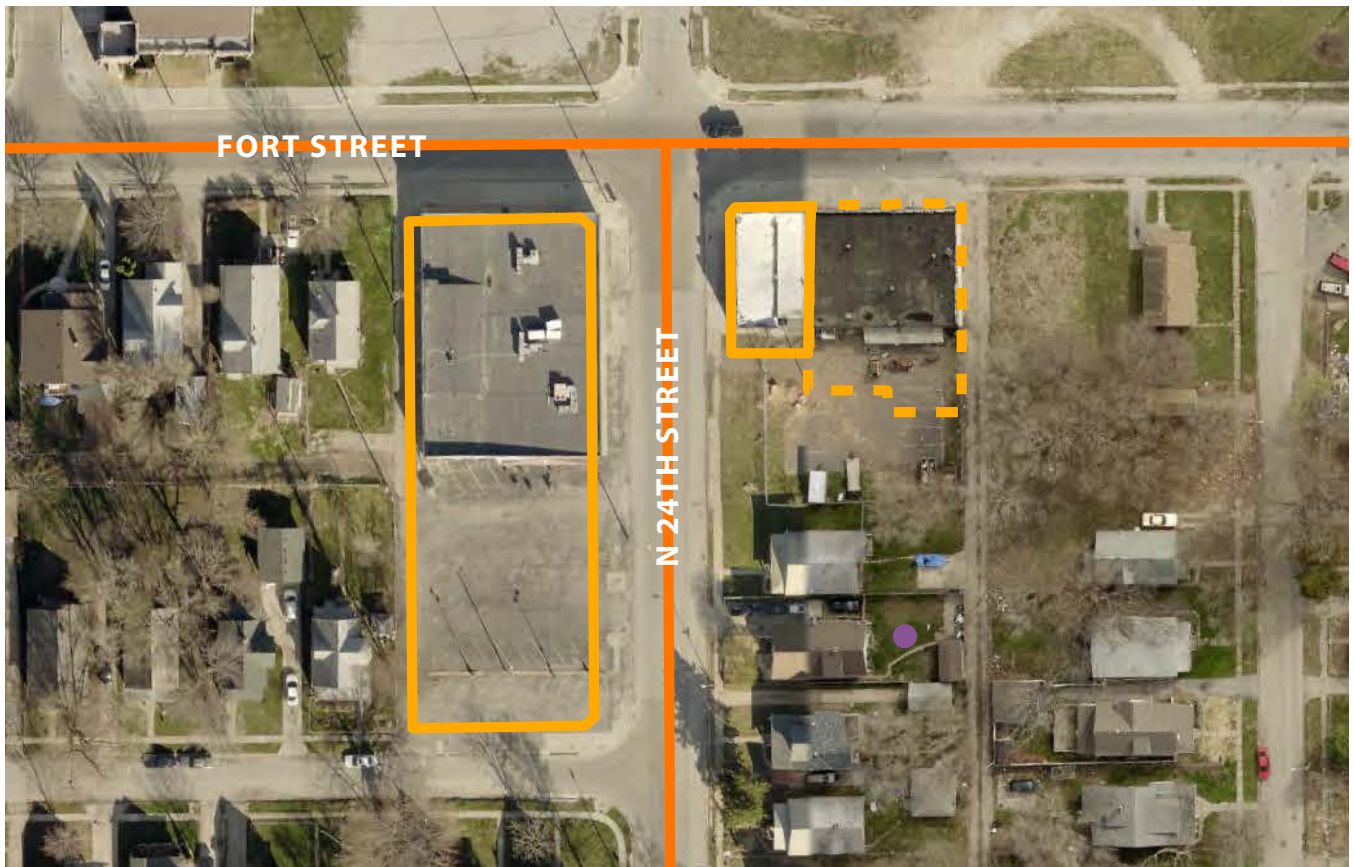
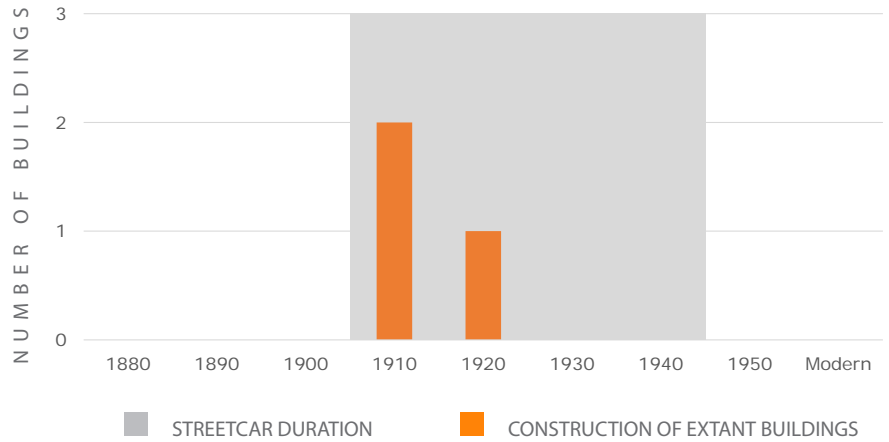
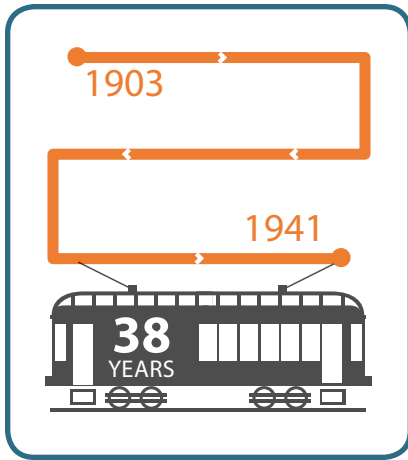
CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early/Mid Era, Small Streetcar Commercial Node
Preservation Status	Covered in Portions of 2008 North Central Survey
Planning Status	Traditional Omaha Zoning Code: GC



SARATOGA

N9



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey

SCALE 1:1200



Non-Contributing
Property



Existing
NRHD



Existing
National Register



North 30th Street looking west between Huntington and Newport Avenues

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	260'
Lot Characteristics	Medium Face Grain
Service Access	None

PHYSICAL CHARACTERISTICS

Active Resources	4
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Offices
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks

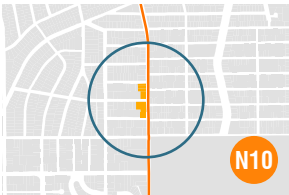
DEVELOPMENT ACTIVITY

Construction Boom	1918 - 1924
Density at Peak	Interspersed, Single Loaded Street
Turnover	Unknown
Current Density	25% Decrease - Now Parking Lot

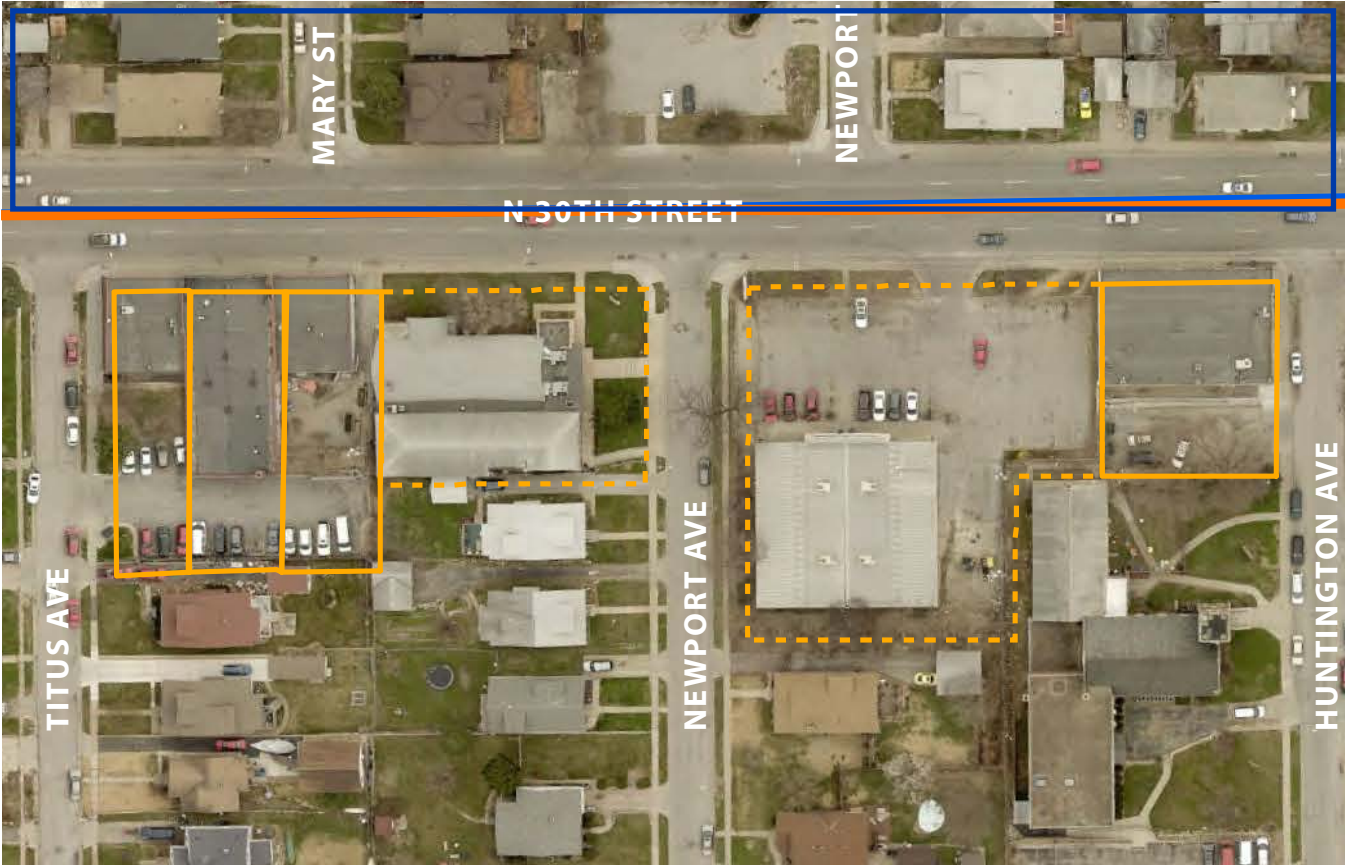
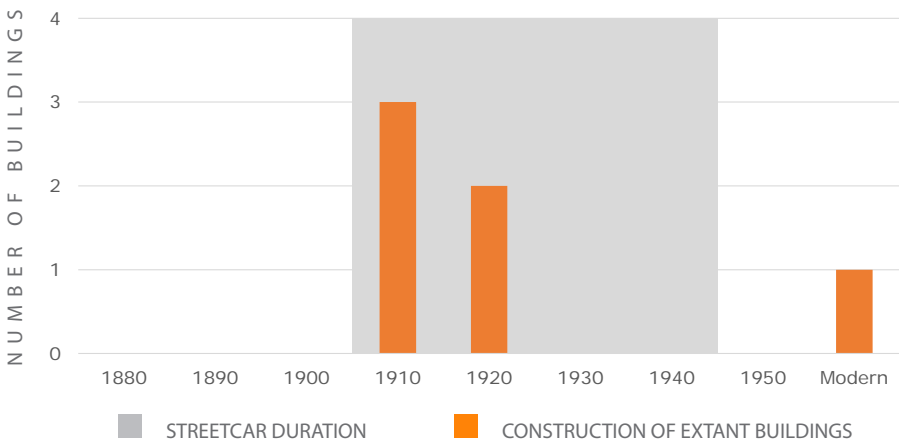
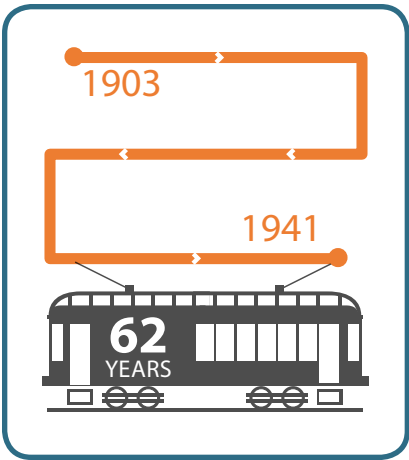
CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	An At-Peak Era, Small Streetcar Mixed-Use Node
Preservation Status	Covered in Portions of 2008 North Central Survey
Planning Status	Traditional Omaha Zoning Code: GC

MILLER PARK



N10



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey

SCALE 1:2400



Non-Contributing
Property



Existing
NRHD



Existing
National Register





North 30th Street looking east between Willit and Tucker Streets

LAND DEVELOPMENT

Right of Way Width	100'
Average Block Length	271'
Lot Characteristics	Large End Grain
Service Access	Both Sides Parallel to N 30th St

PHYSICAL CHARACTERISTICS

Active Resources	11
Physical Integrity	Changes are Within and Beyond the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Original Town Center
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks

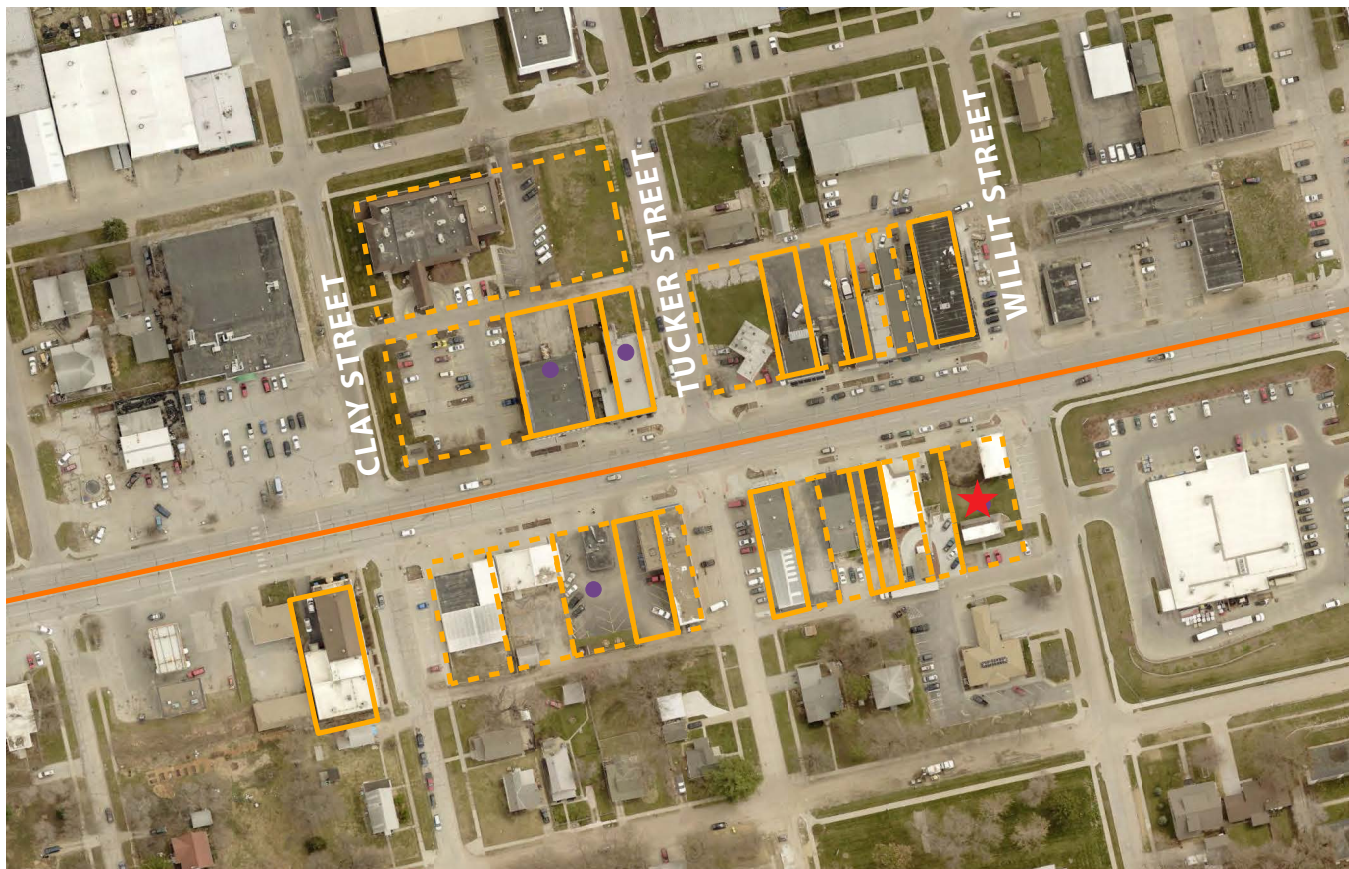
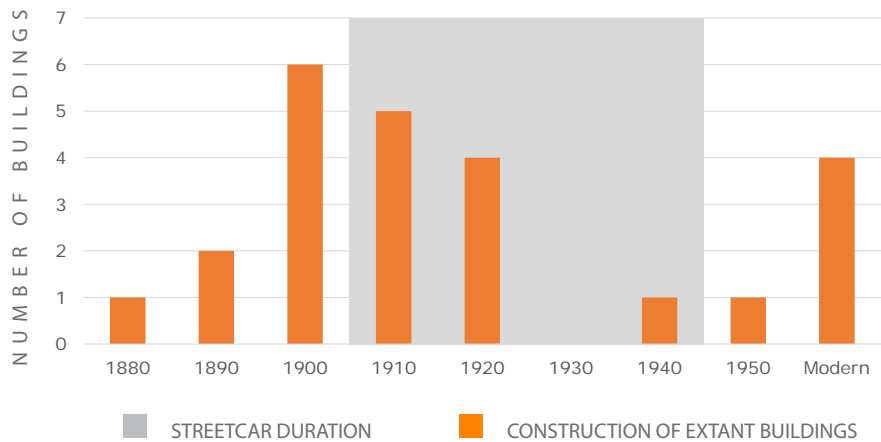
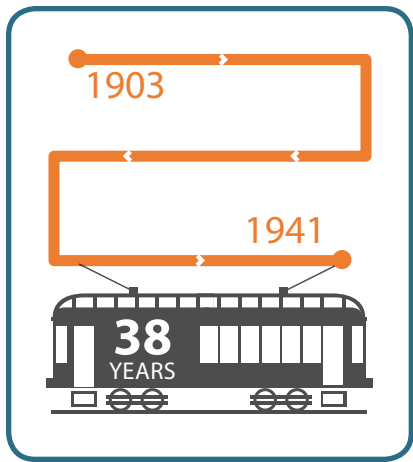
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth from 1900* - 1922
Density at Peak	Interspersed, Double Loaded Street
Turnover	Replacement
Current Density	10% Decrease - Parking Lot

CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	Early Mormon Settlement
Preservation Status	Included in 2007 North Omaha Survey
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD

FLORENCE



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey



Non-Contributing
Property



Existing
NRHD



Existing
National Register

SCALE 1:4800





Ames Avenue looking south between N 39th and N 40th Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	270'
Lot Characteristics	Varies
Service Access	Both Sides Perpendicular to Ames Ave

PHYSICAL CHARACTERISTICS

Active Resources	5
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks

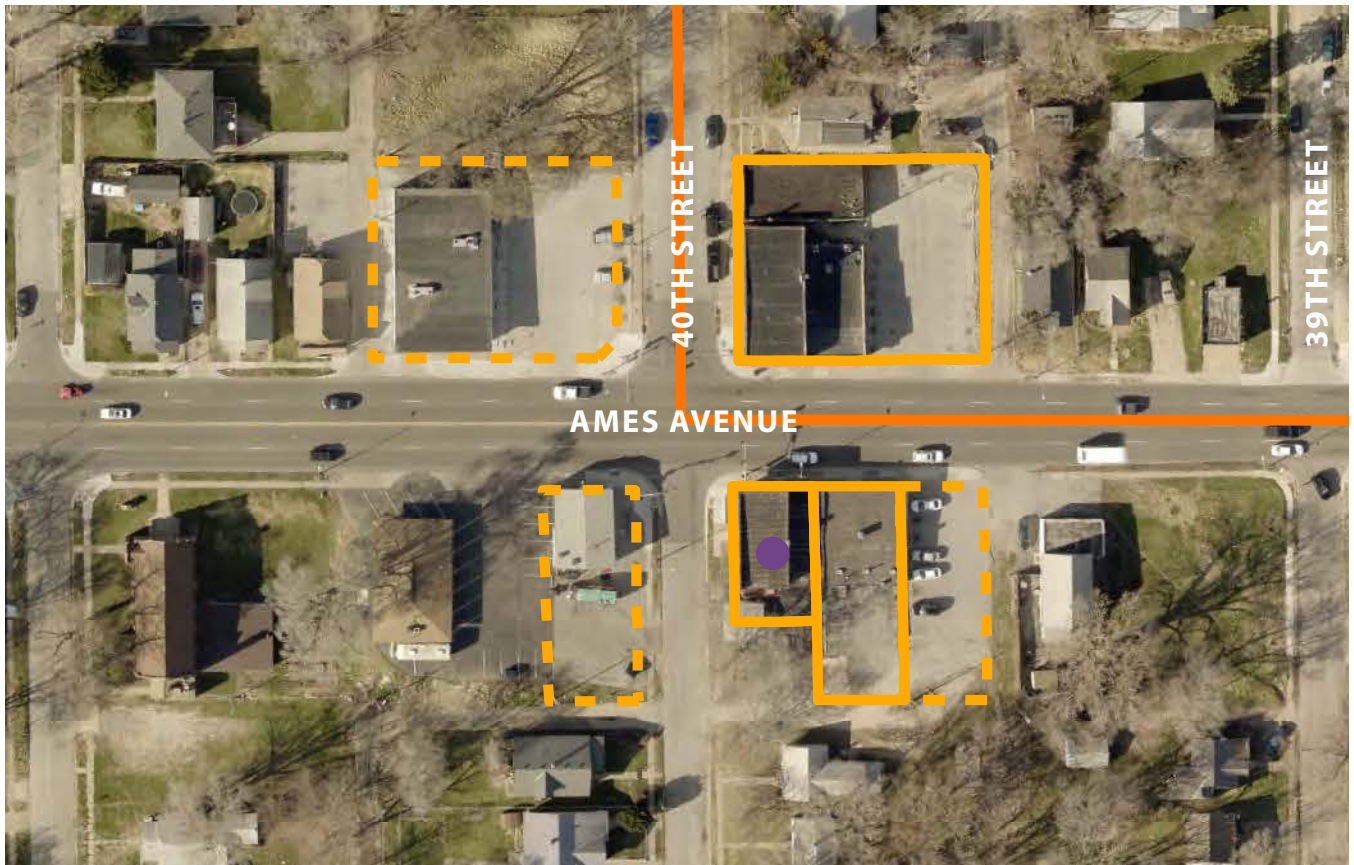
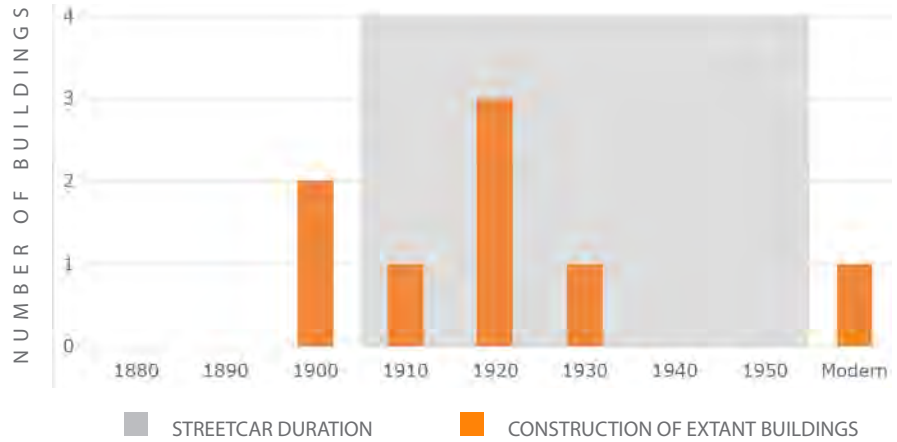
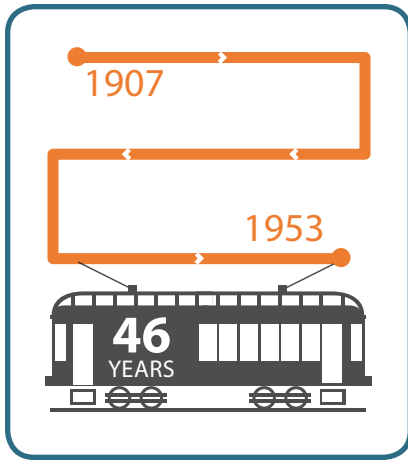
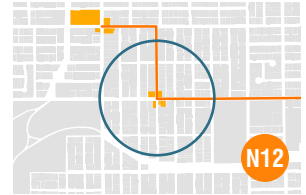
DEVELOPMENT ACTIVITY

Construction Boom	1905 - 1925
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization
Current Density	75% Decrease - New Buildings and Parking Lots

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	An Early/Mid Era, Small Streetcar Commercial Node
Preservation Status	Included in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC

FONTENELLE PARK



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey

SCALE 1:1200



Non-Contributing
Property



Existing
NRHD



Existing
National Register



North 42nd Street and Grand Avenue looking east

LAND DEVELOPMENT

Right of Way Width	63'
Average Block Length	266'
Lot Characteristics	Large End Grain
Service Access	Discontinuous East Side of 42nd St

PHYSICAL CHARACTERISTICS

Active Resources	5
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Grade School
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	1 Part Commercial Blocks

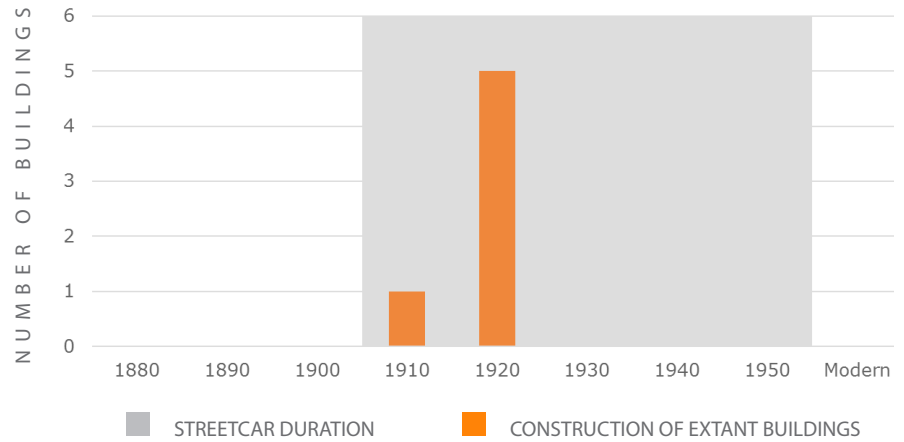
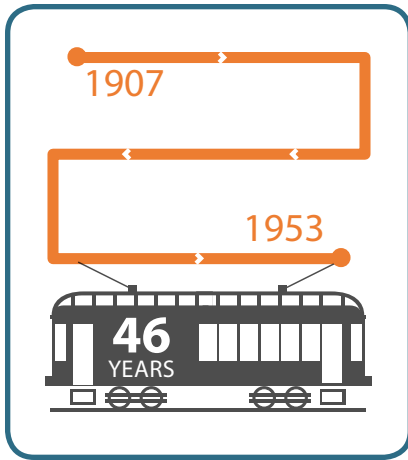
DEVELOPMENT ACTIVITY

Construction Boom	1923 - 1926
Density at Peak	Dense Node
Turnover	Replacement and Commercialization
Current Density	Maintained

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	A Mid Era, Small Streetcar Mixed-Use Node
Preservation Status	None
Planning Status	Traditional Omaha Zoning Code: GC, R4(35)

CENTRAL PARK



KEY



WEST

As with the historic context chapter, the western zone of the analysis area comprises 17 different study areas.





North 35th Street looking east between Patrick Avenue and Blondo Street

LAND DEVELOPMENT

Right of Way Width	60'
Average Block Length	270'
Lot Characteristics	Medium Grain; Orientation Varies
Service Access	Both Sides Perpendicular to 33rd St

PHYSICAL CHARACTERISTICS

Active Resources	3
Physical Integrity	Changes are within the Streetcar Period or Sympathetic
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Parking / Street
Form Notes	1 Part Commercial Blocks

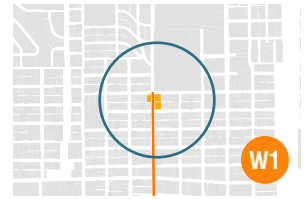
DEVELOPMENT ACTIVITY

Construction Boom	NA
Density at Peak	Sparse, Double Loaded Street
Turnover	Unclear
Current Density	50% Decrease - Now Empty Lots

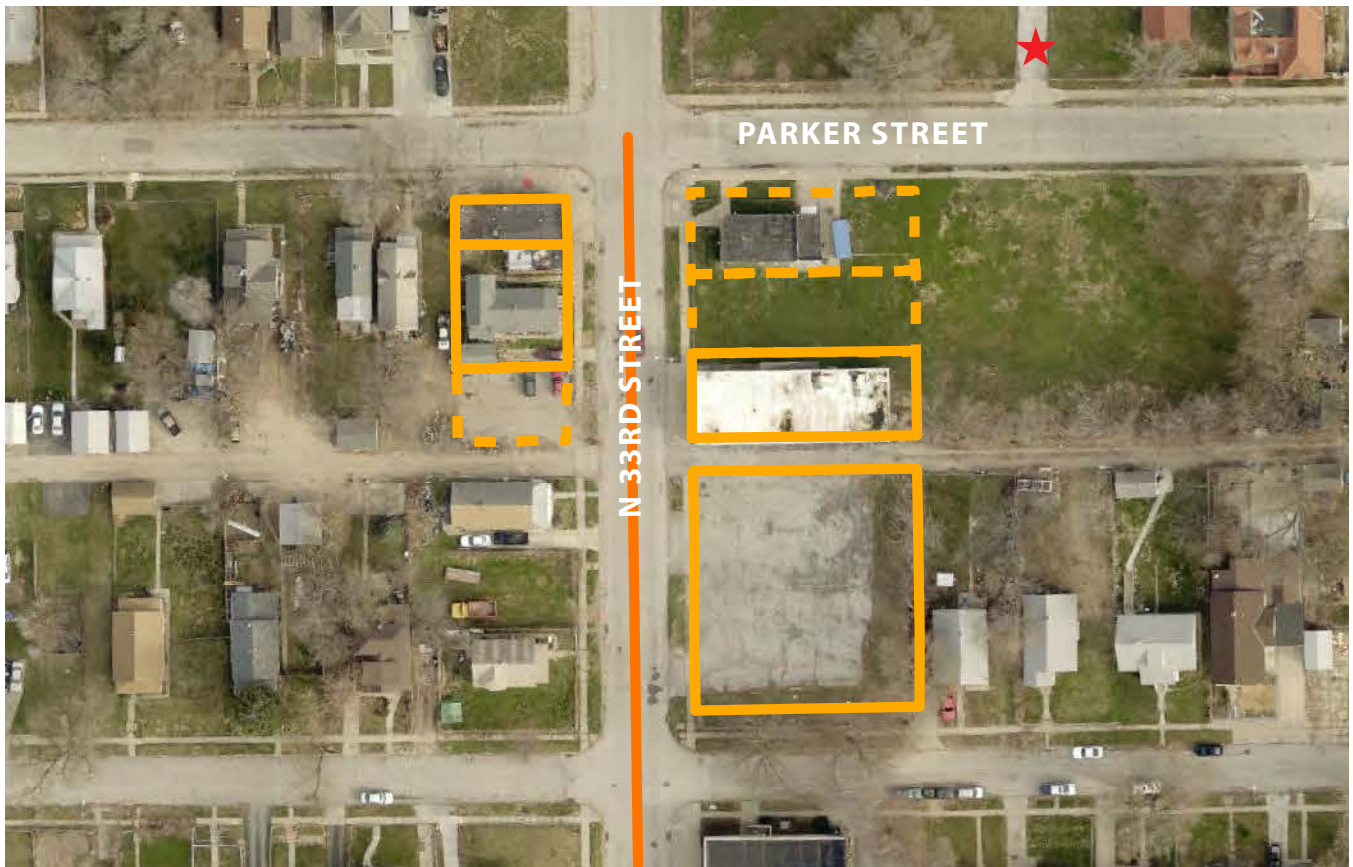
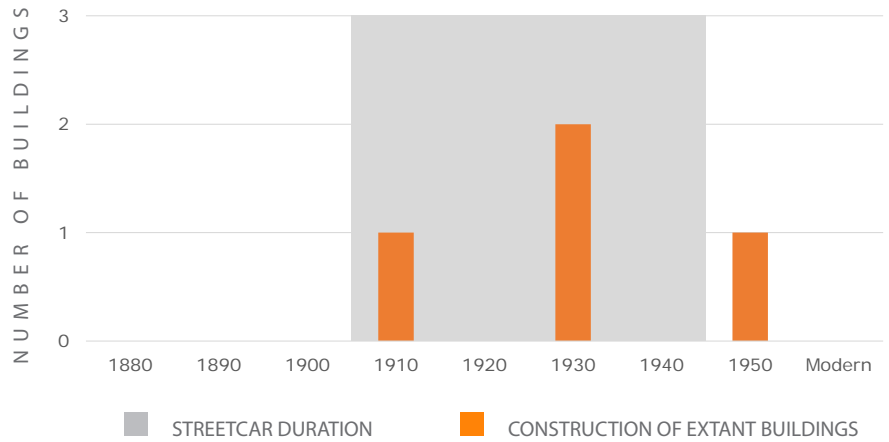
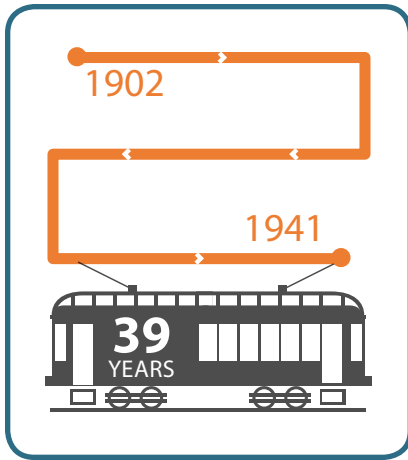
CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	A Mid to Post Era, Small Commercial Corridor
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC

PROSPECT HILL



W1



KEY

- | | | | | | | | | |
|--|--|--|---------------|--|----------------------------|--|--------------------------------|-------------------------|
| | Contributing Structure/Active Resource | | Existing LHD | | Existing Local Landmark | | Inventoried in Previous Survey | SCALE 1:1200
 |
| | Non-Contributing Property | | Existing NRHD | | Existing National Register | | | |



North 33rd Street looking south towards California Street

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	313'
Lot Characteristics	Medium Face Grain
Service Access	Both Sides Perpendicular to 33rd Street

PHYSICAL CHARACTERISTICS

Active Resources	12
Physical Integrity	Changes are Within the Streetcar Period or Sympathetic
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Commercial and Multi-Family Residential
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk /Parking / Street
Form Notes	1 Part Commercial Blocks; Rowhouses and Apartment Blocks

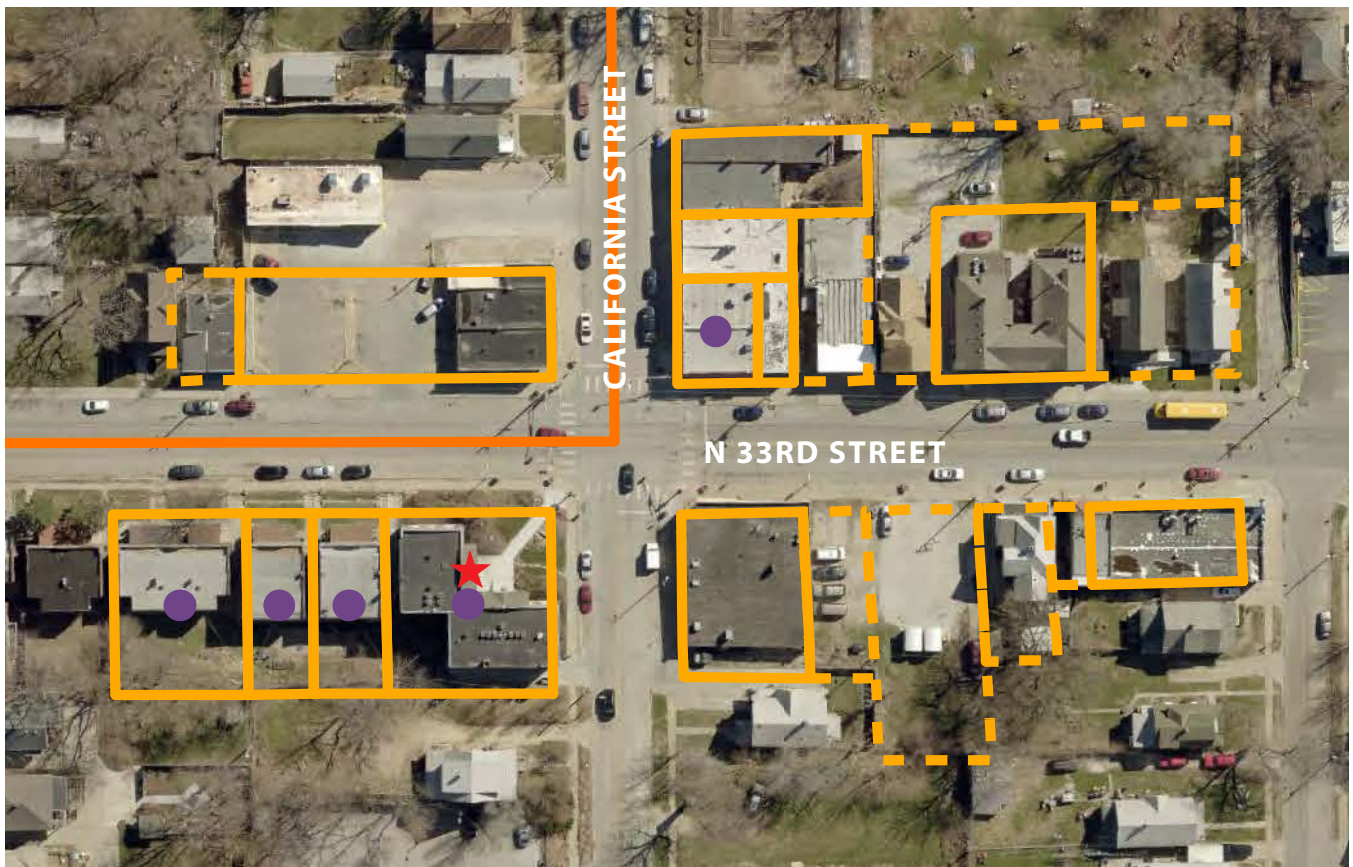
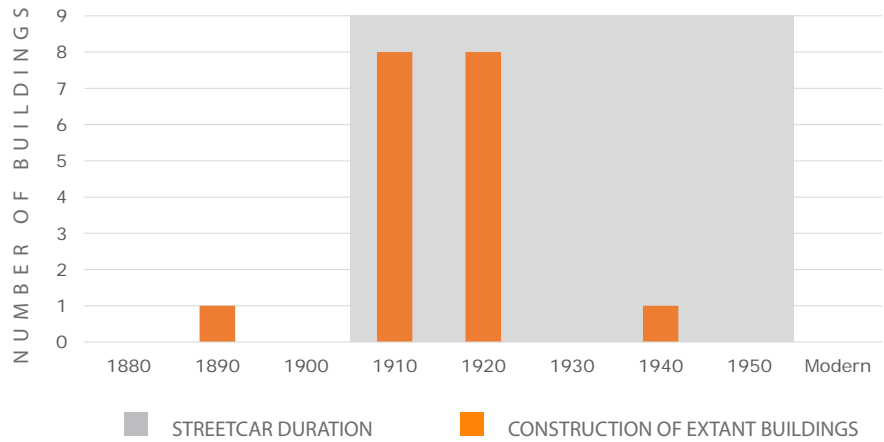
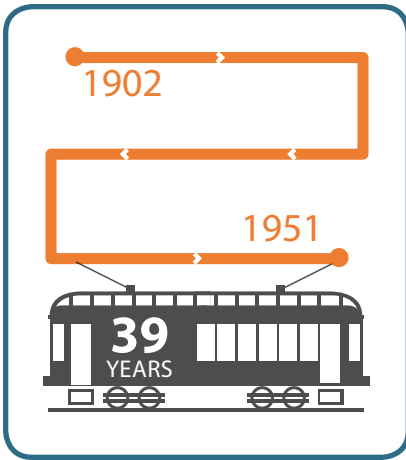
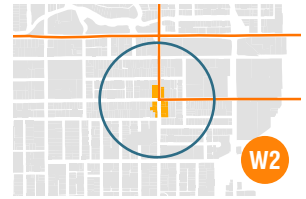
DEVELOPMENT ACTIVITY

Construction Boom	1910 - 1926
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	5% Decrease - Now Parking

CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	A Mid Era, Medium Commercial Corridor
Preservation Status	Included in 2003 Central Omaha Survey; Melrose Apartments (NR and LL)
Planning Status	Traditional Omaha Zoning Code: GC and R7

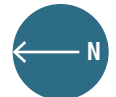
GIFFORD PARK



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





Cuming Street looking southeast

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	308'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Discontinuous Parallel to Cuming St

PHYSICAL CHARACTERISTICS

Active Resources	6
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	Typically 1 Part Commercial Blocks; 1 False Front Building

DEVELOPMENT ACTIVITY

Construction Boom	1920*
Density at Peak	Dense, Single Loaded Street
Turnover	Commercialization
Current Density	25% Decrease - Now Parking

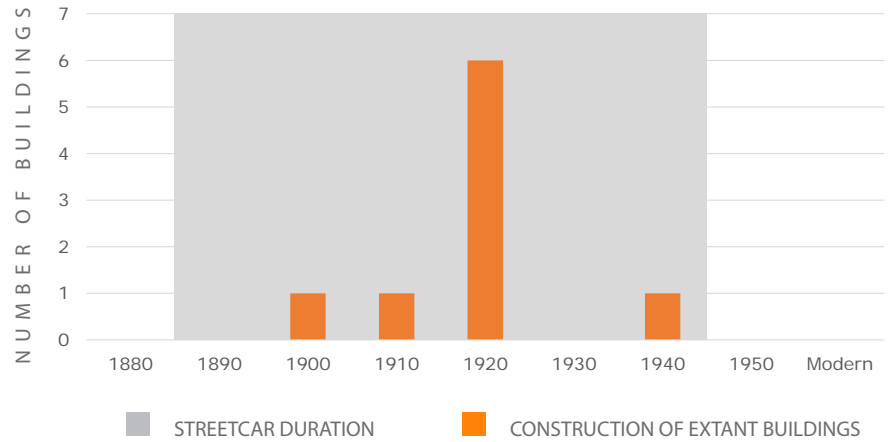
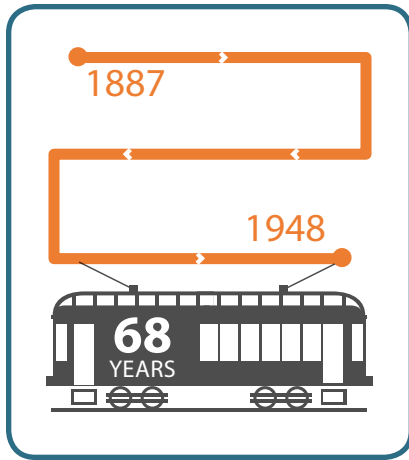
CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	An At- Peak Era, Medium Commercial Corridor
Preservation Status	Included in 2003 Central Omaha Survey
Planning Status	Traditional Omaha Zoning Code: GC

CATHEDRAL



W3



KEY

- | | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey | <p>SCALE 1:1200</p> <p>N</p> |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | | |

*North 40th and Hamilton Streets looking northwest***LAND DEVELOPMENT**

Right of Way Width	66'
Average Block Length	436'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Parallel to Hamilton St

PHYSICAL CHARACTERISTICS

Active Resources	16
Physical Integrity	Changes are within the Streetcar Period, Sympathetic or Reversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks; 3 False Front Buildings

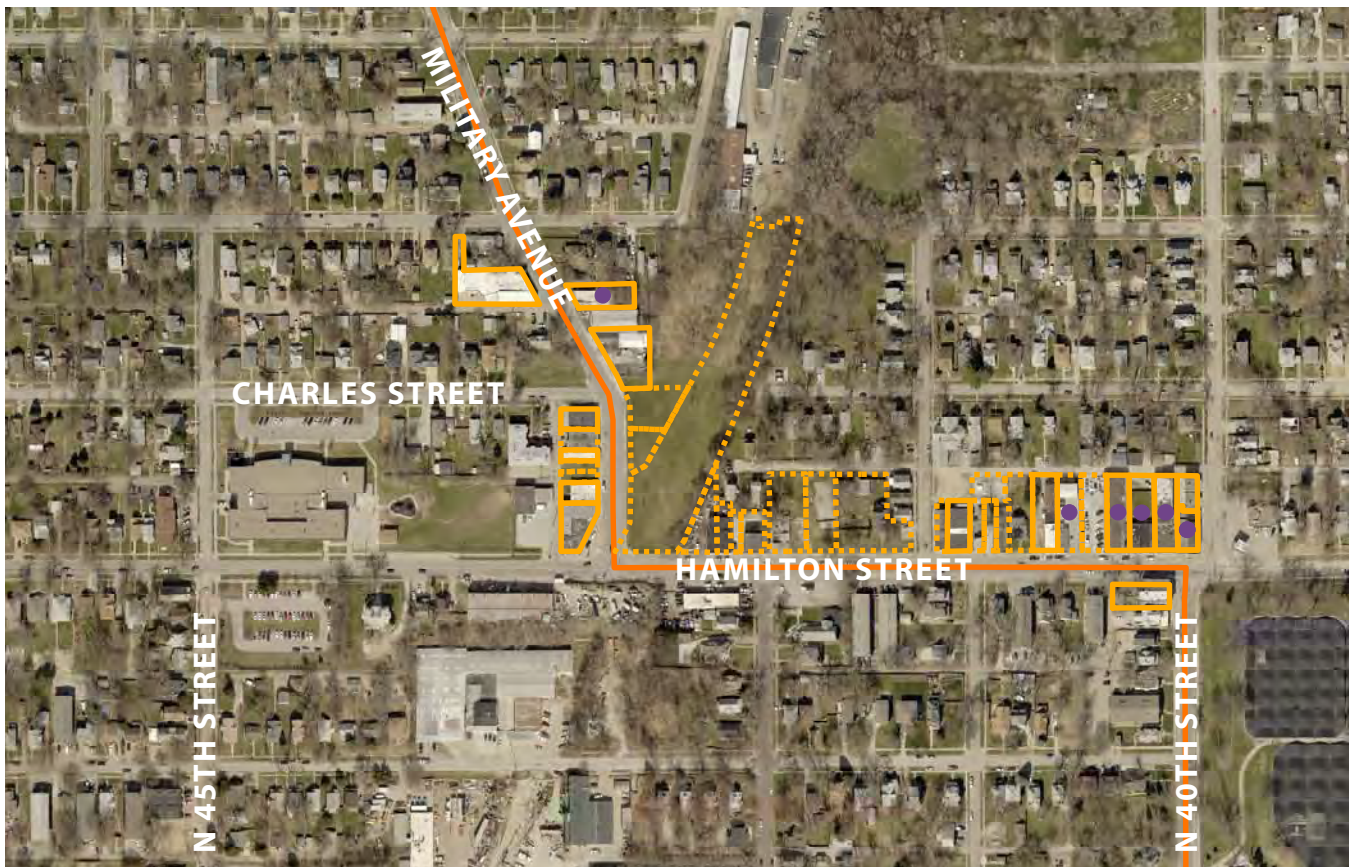
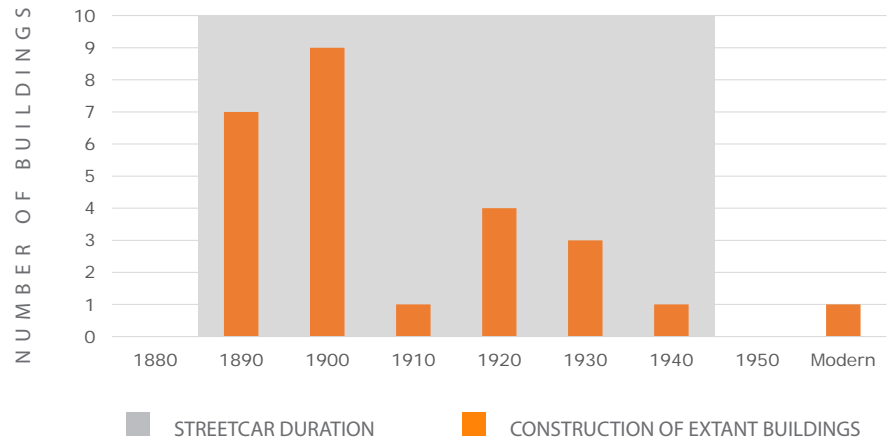
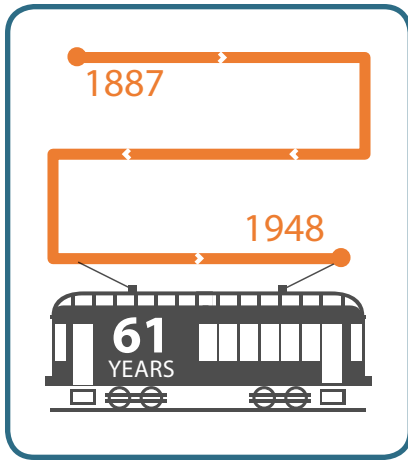
DEVELOPMENT ACTIVITY

Construction Boom	1905-1913, 1920s
Density at Peak	Interspersed, Double Loaded Street
Turnover	Unclear
Current Density	25% Decrease - Now Empty Lots

CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	A Complete Era, Medium Commercial Corridor Transitioning to Auto Corridor
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC

ORCHARD HILL



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800



Military Avenue and Grant Street looking southeast down Military Avenue towards Burdette St



Military Avenue and Burdette Street looking southwest

**LAND DEVELOPMENT**

Right of Way Width	66'
Average Block Length	315'
Lot Characteristics	Fine End Grain
Service Access	Both Sides Parallel to Military Ave

PHYSICAL CHARACTERISTICS

Active Resources	13
Physical Integrity	Changes are within the Streetcar Period, Sympathetic or Reversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	1 and 2 Part Commercial Blocks

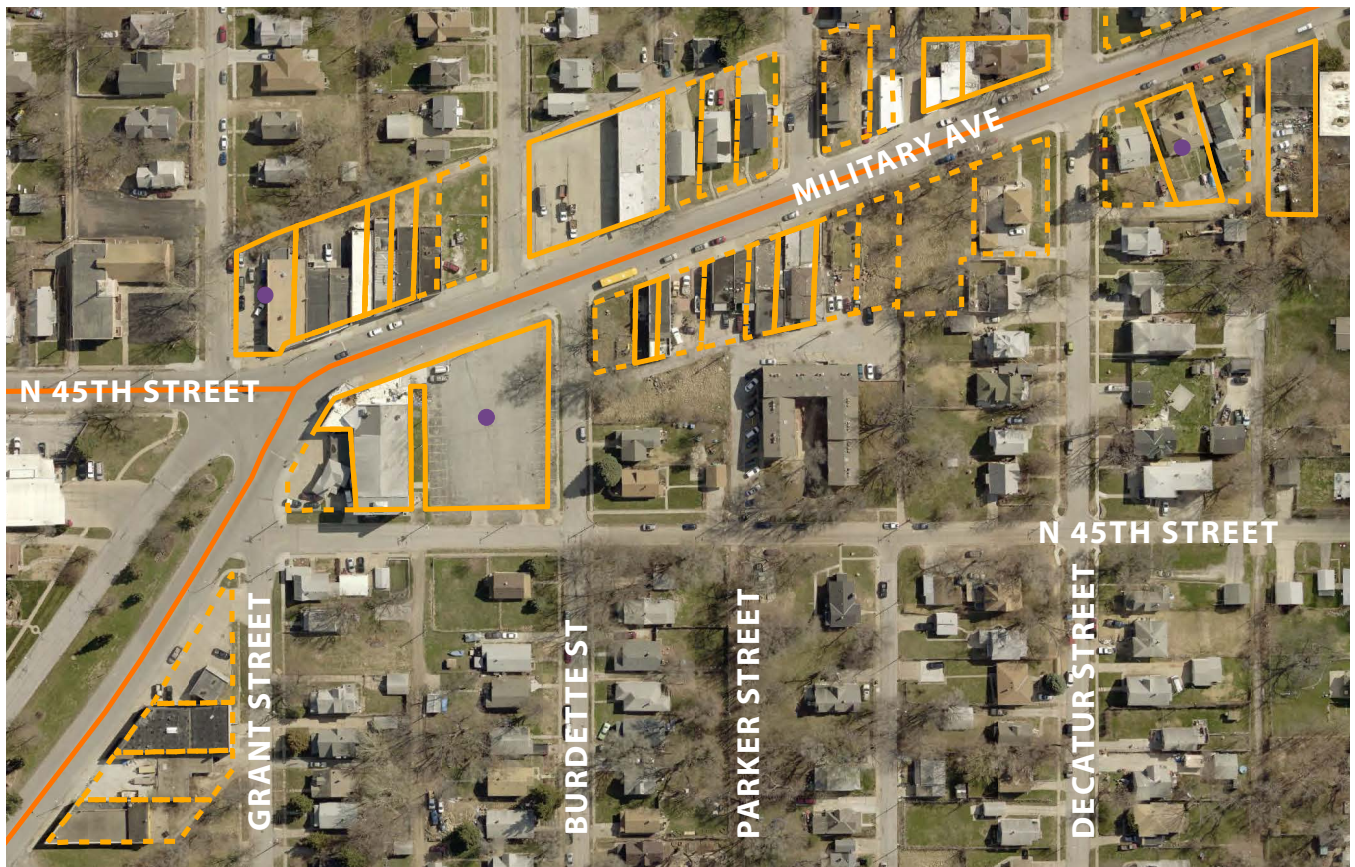
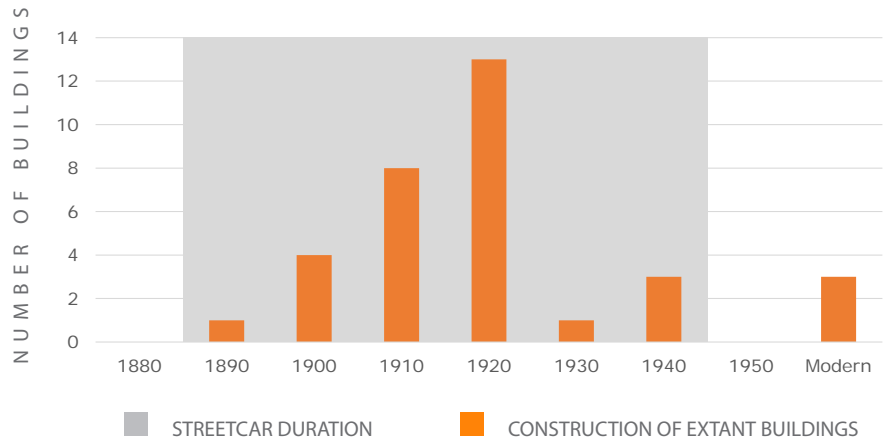
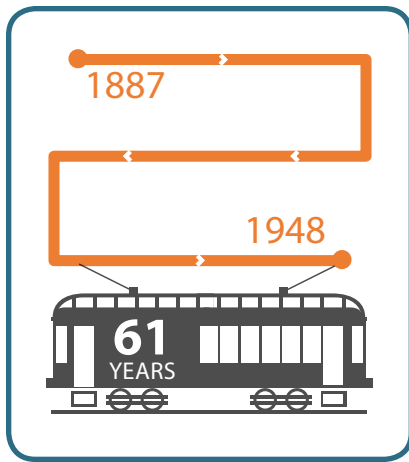
DEVELOPMENT ACTIVITY

Construction Boom	1905 - 1931
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	25% Decrease - Now Parking and Empty Lots

CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	A Complete Era, Medium Commercial Corridor Transitioning to Auto Corridor
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC, CC, and R7

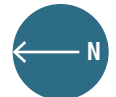
RADIAL HILLS



KEY

- | | | | |
|--|---------------|----------------------------|--------------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey |
| Non-Contributing Property | Existing NRHD | Existing National Register | |

SCALE 1:2400





North 48th Street & Northwest Radial Highway looking northwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	North Side - 300'; South Side - 600'
Lot Characteristics	North - Large End Grain; South - Fine End Grain
Service Access	South Side Parallel to Military Ave

PHYSICAL CHARACTERISTICS

Active Resources	2
Physical Integrity	Changes are Within and Beyond the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	1 Part Commercial Blocks

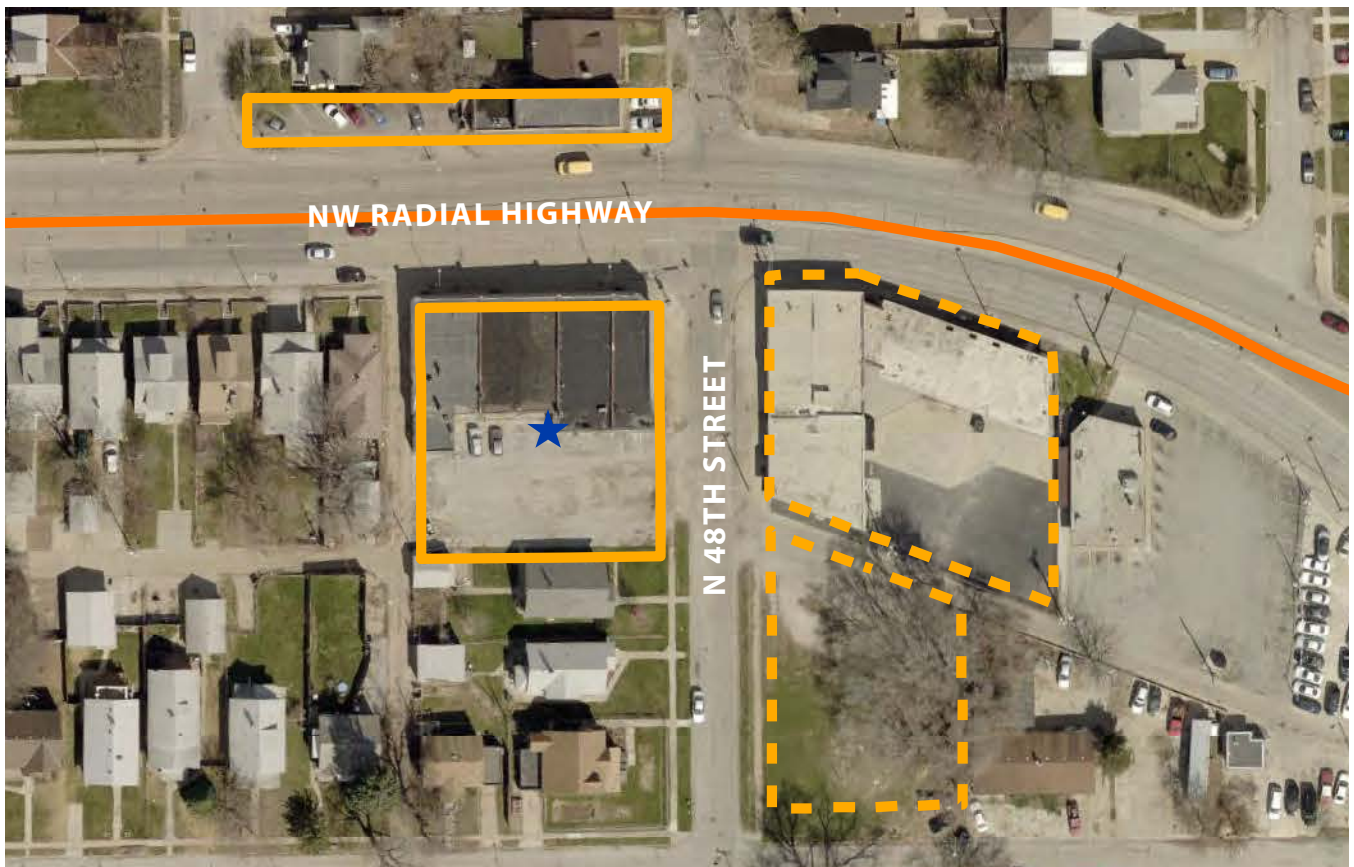
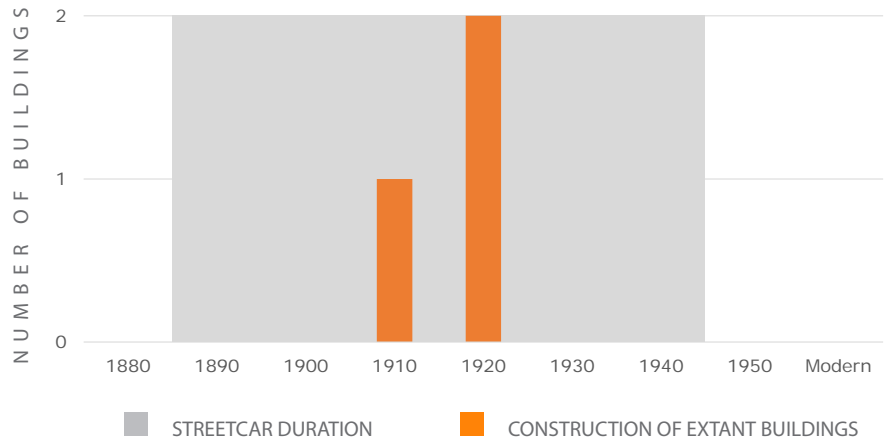
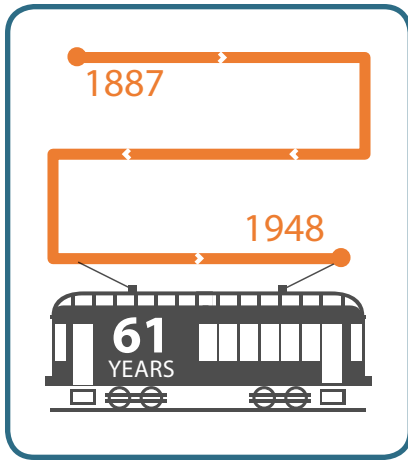
DEVELOPMENT ACTIVITY

Construction Boom	NA
Density at Peak	Dense Node
Turnover	Commercialization and Residential Infill
Current Density	Maintained

CURRENT EVALUATION

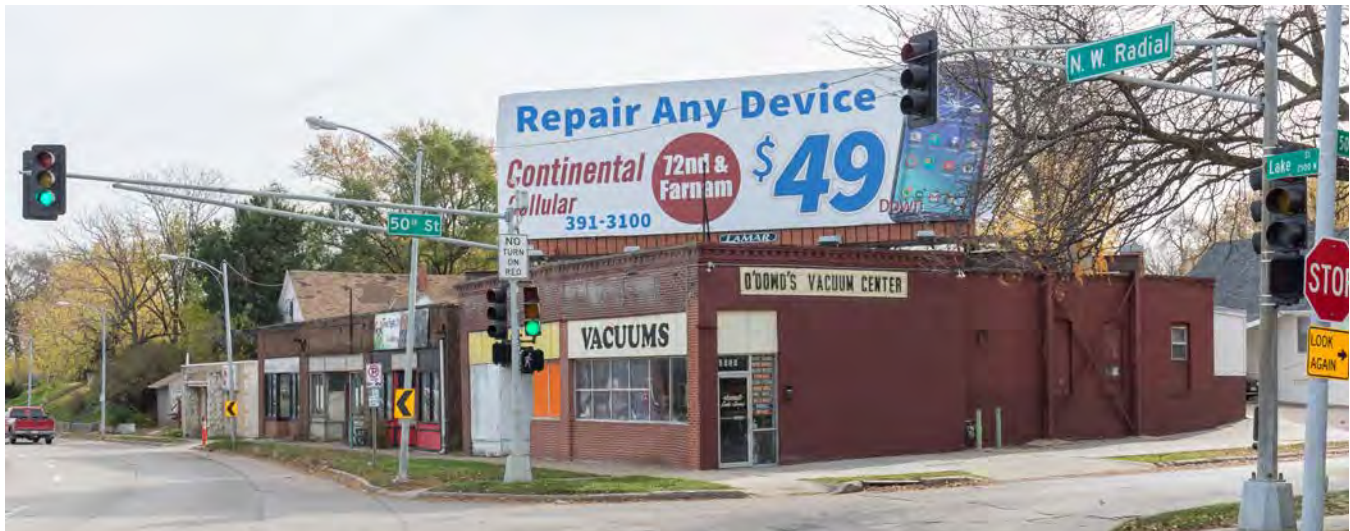
Feeling and Association	Strong - 2
Historic Significance	A Mid Era, Small Commercial Node Transition to Auto Corridor
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC

CLAIRMONT HEIGHTS



KEY

- | | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|-------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey | SCALE 1:1200
 |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | | |



Northwest Radial Highway and 50th Street looking southeast

LAND DEVELOPMENT

Right of Way Width	85'
Average Block Length	North Side - 300'; South Side - 600'
Lot Characteristics	North - Large End Grain; South - Fine End Grain
Service Access	Both Sides Parallel to Northwest Radial Highway

PHYSICAL CHARACTERISTICS

Active Resources	4
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Street
Form Notes	Typically 1 Part Commercial Blocks

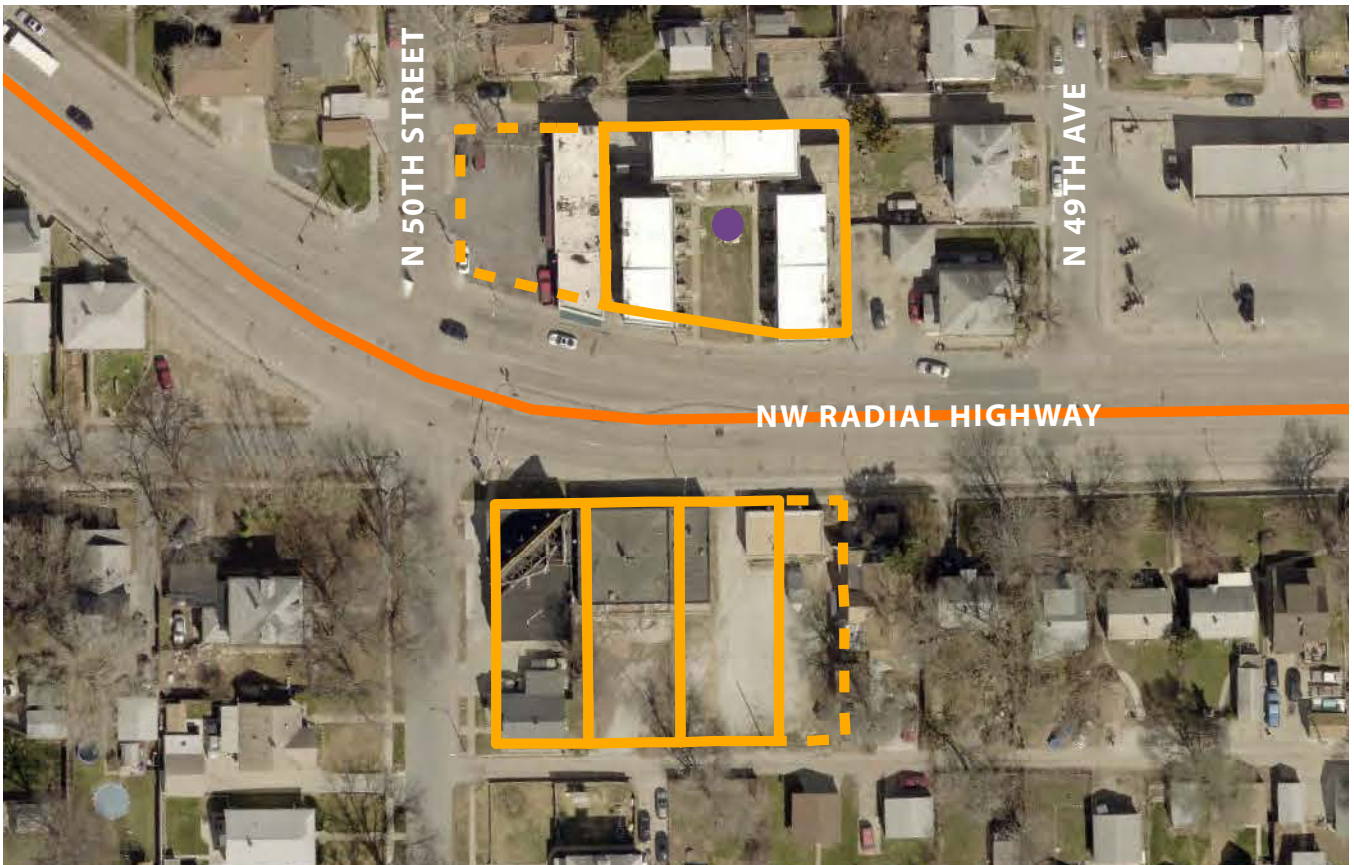
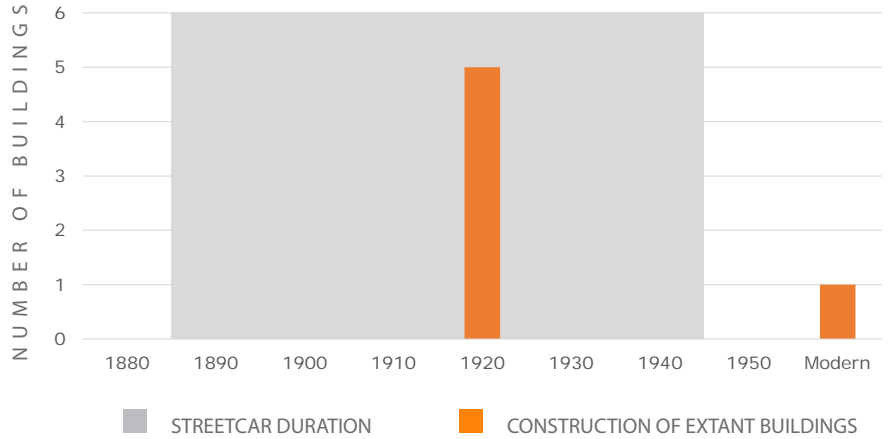
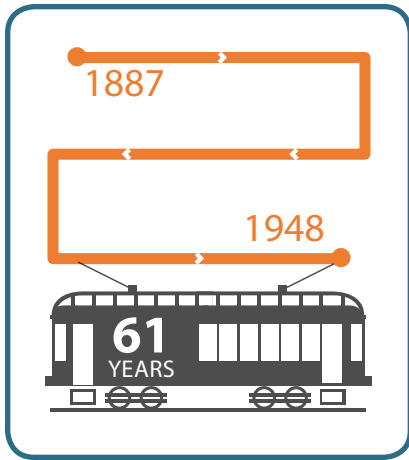
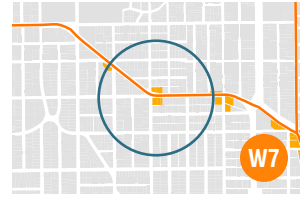
DEVELOPMENT ACTIVITY

Construction Boom	1920 - 1925
Density at Peak	Sparse Node
Turnover	Commercialization and Multi-Family Infill
Current Density	Maintained

CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	An At-Peak Era, Medium Mixed Use Corridor
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: GC and R4(35)

METCALFE HARRISON



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey

SCALE 1:1200



Non-Contributing
Property



Existing
NRHD



Existing
National Register



Looking southwest across Northwest Radial Highway from 51st and Miami Streets

LAND DEVELOPMENT

Right of Way Width	85'
Average Block Length	Varies
Lot Characteristics	Cross Grain
Service Access	None

PHYSICAL CHARACTERISTICS

Active Resources	2
Physical Integrity	Changes are within the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Restaurant
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Street
Form Notes	1 Part Commercial Blocks

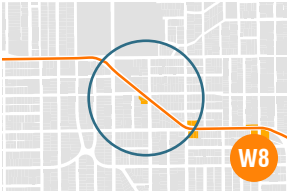
DEVELOPMENT ACTIVITY

Construction Boom	1928 - 1931
Density at Peak	Sparse Node
Turnover	Commercialization, Multi-Family and Residential Infill
Current Density	Maintained

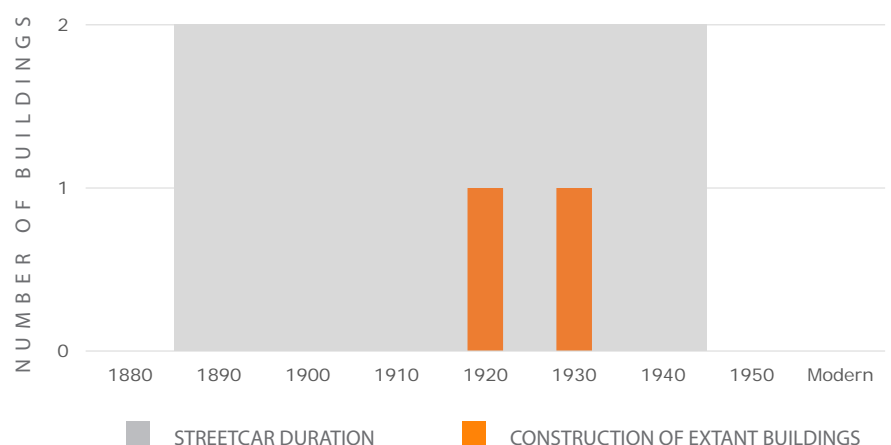
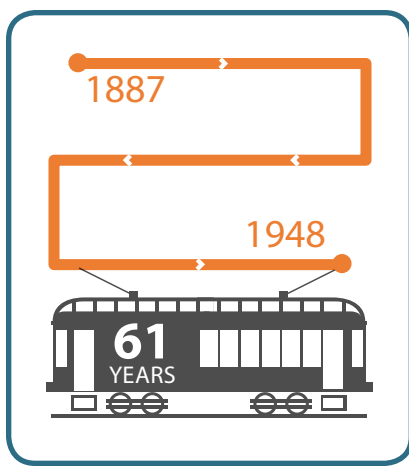
CURRENT EVALUATION

Feeling and Association	Strong - 1
Historic Significance	An At-Peak Era, Small Commercial Node
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: R4(35)

COUNTRY CLUB



W8



KEY

Contributing Structure/ Active Resource

Existing LHD

Existing Local Landmark

Inventoried in Previous Survey

Non-Contributing Property

Existing NRHD

Existing National Register

SCALE 1:1200



North 61st and Maple Streets looking southwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	North - 600'; South - 266'
Lot Characteristics	Fine End Grain
Service Access	Both Sides Parallel to Military Ave

PHYSICAL CHARACTERISTICS

Active Resources	39
Physical Integrity	Varies
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Mix of Entertainment and Business Functions
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blks; 1 House w/ Commercial Addition; 1 Gable Front Barn

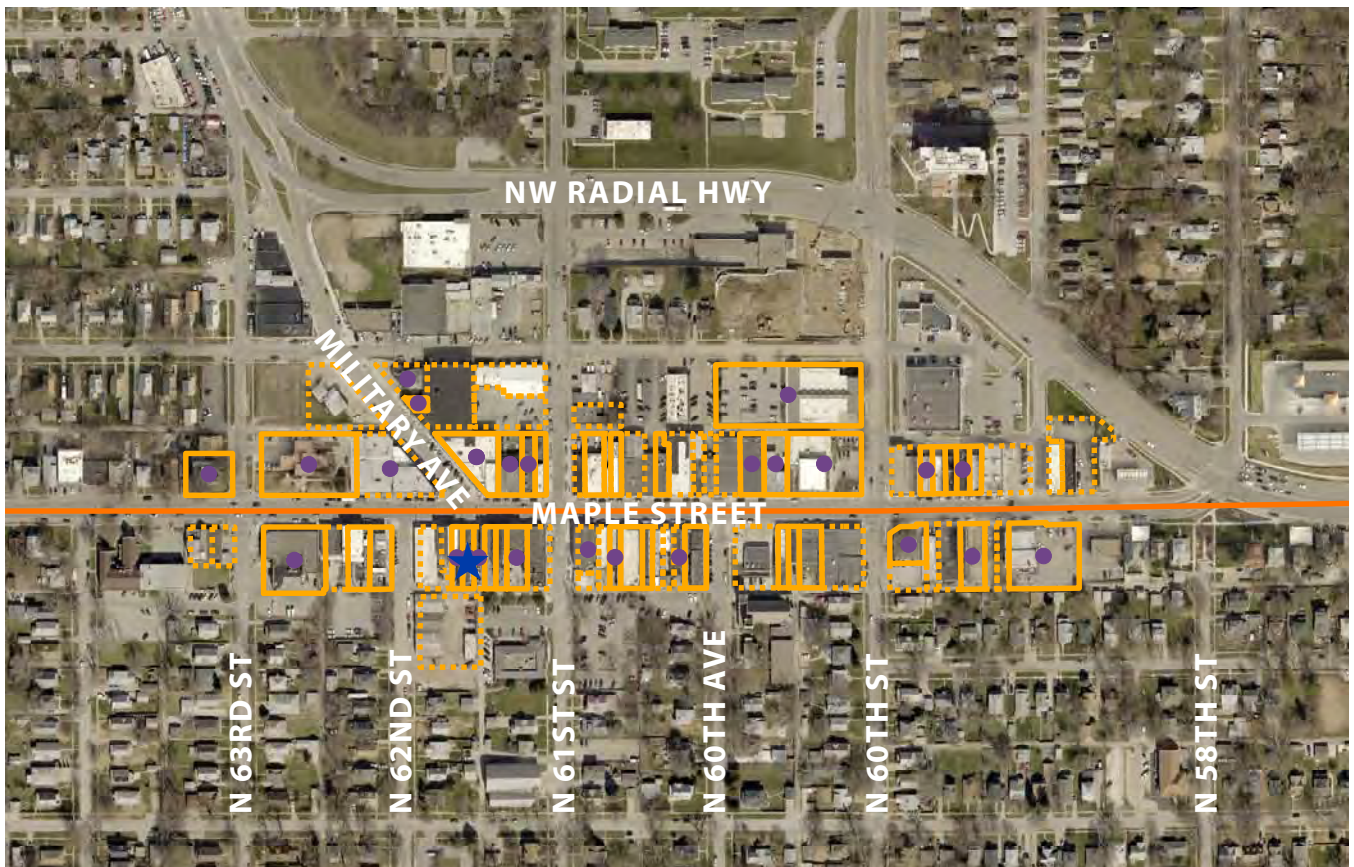
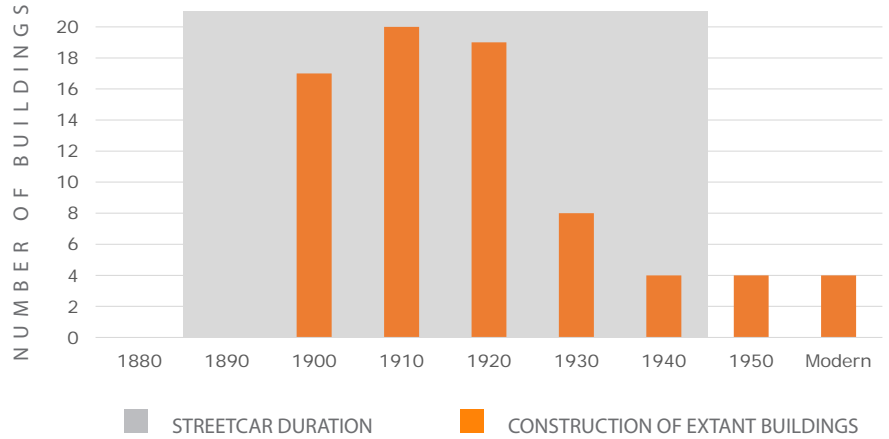
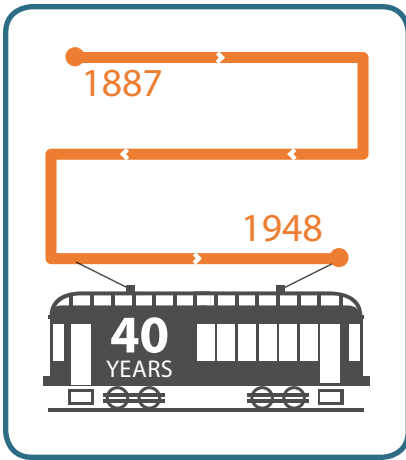
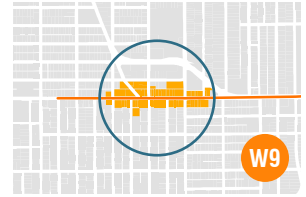
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth 1900* - 1951
Density at Peak	Dense, Double Loaded Street
Turnover	Replacement, Expansion, Multi-Family Infill
Current Density	Maintained

CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	A Separate Town Annexed into Omaha that Continued to Evolve
Preservation Status	Covered in 2002 Omaha (Benson) Survey
Planning Status	Traditional Omaha Zoning Code: NBD, GI, and GC

BENSON



KEY

- | | | | | |
|--|---------------|----------------------------|--------------------------------|-------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey | SCALE 1:4800
 |
| Non-Contributing Property | Existing NRHD | Existing National Register | | |



35th Avenue and Farnam Street looking northwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	330'
Lot Characteristics	Varies
Service Access	North Side Parallel to Farnam St

PHYSICAL CHARACTERISTICS

Active Resources	24
Physical Integrity	Varies
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Hotel and Restaurant
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks and Apartment Blocks

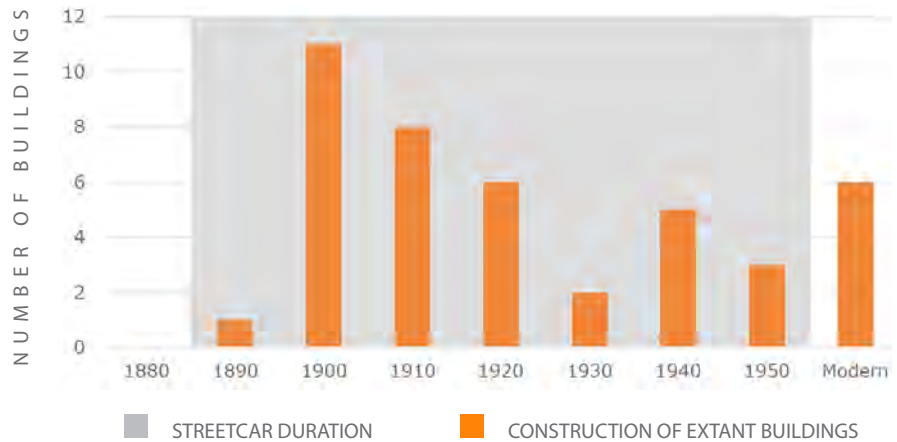
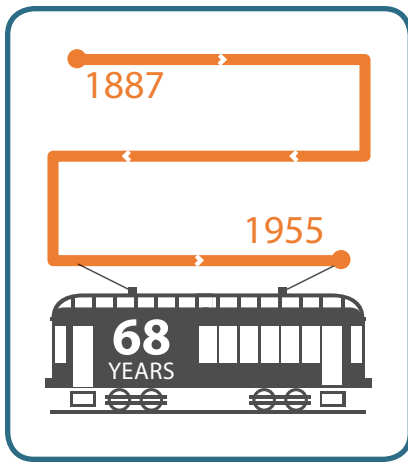
DEVELOPMENT ACTIVITY

Construction Boom	1900 - 1916; 1924 - 1930; 1946 - 1955
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	25% Decrease - Now Buildings and Parking

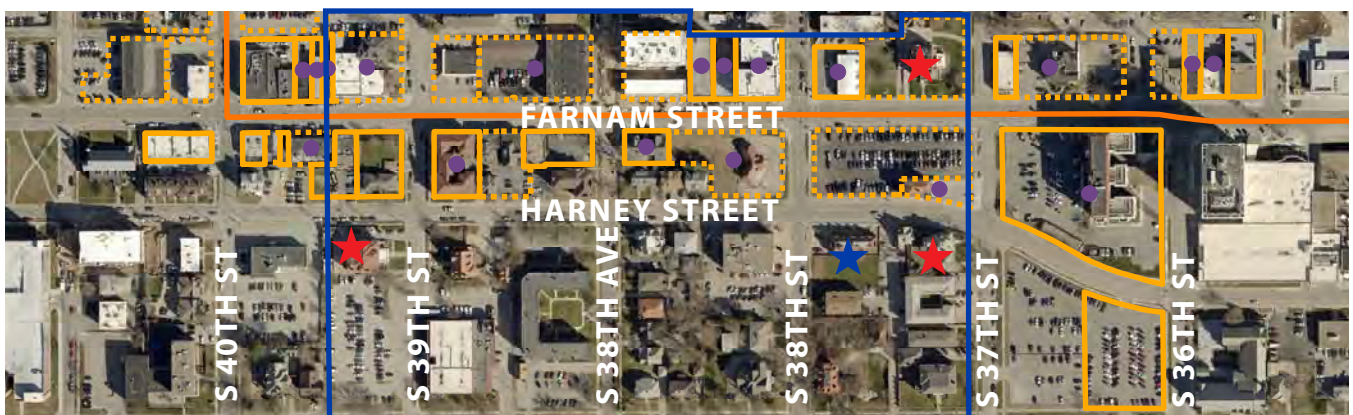
CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	A Complete Era, Large Mixed Use Corridor Transitioned to Auto Corridor
Preservation Status	Included in 2003 Central Omaha Survey; Gold Coast Historic District; 2 Individual NR
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD, CBD, GC and R8

BLACKSTONE



Farnam Street looking northwest from 39th Street



KEY

- | | | | |
|--|---------------|----------------------------|--------------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey |
| Non-Contributing Property | Existing NRHD | Existing National Register | |

SCALE 1:4800





Dodge Street looking northeast between North 51st and 50th Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	North - 600'; South - 270'
Lot Characteristics	Medium End Grain
Service Access	None

PHYSICAL CHARACTERISTICS

Active Resources	10
Physical Integrity	Changes are Within and Beyond the Streetcar Period and Irreversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater; Restaurant
Current Uses	Commercial
Typical Height	Even Mix of 1, 2 and 3 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; 1 House with Commercial Addition

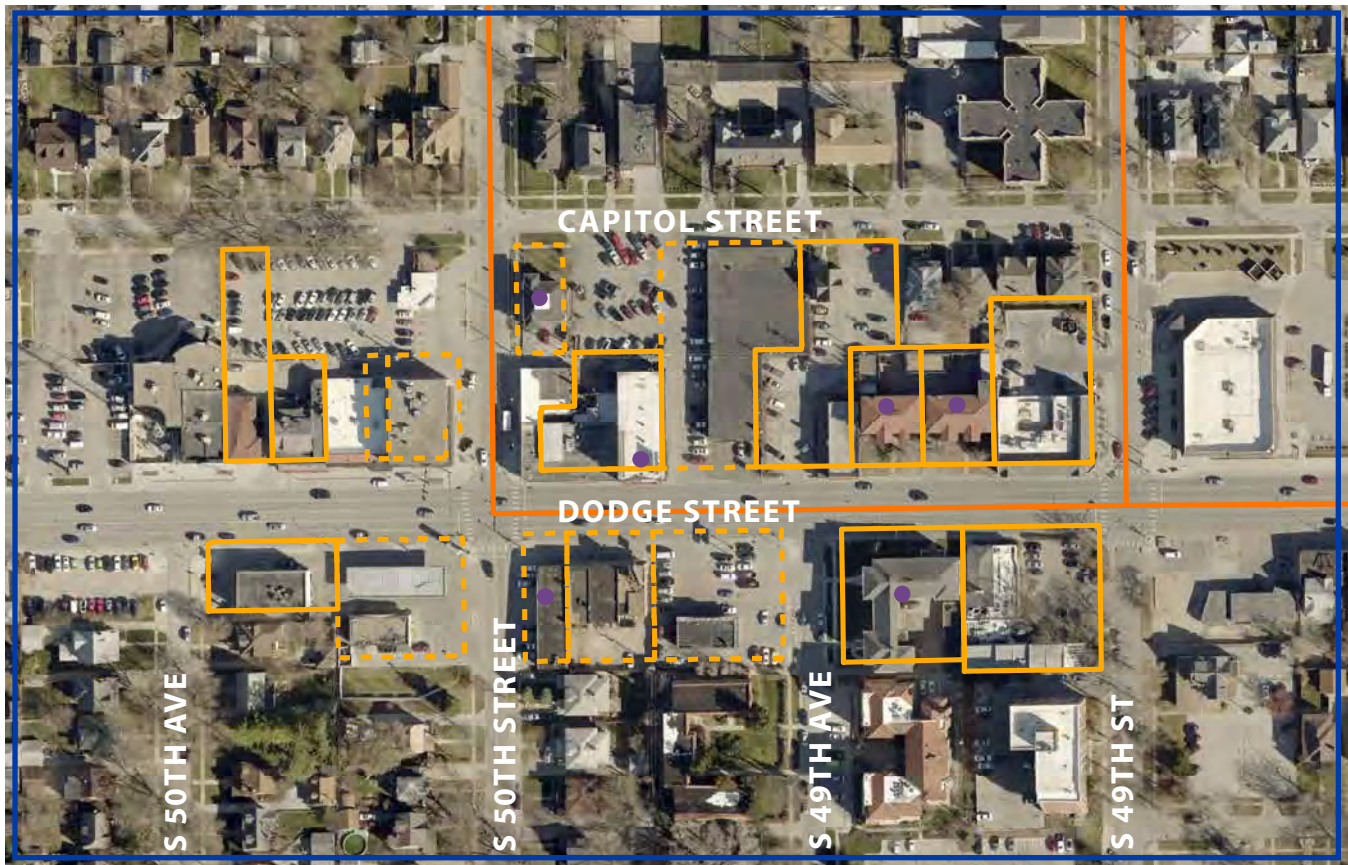
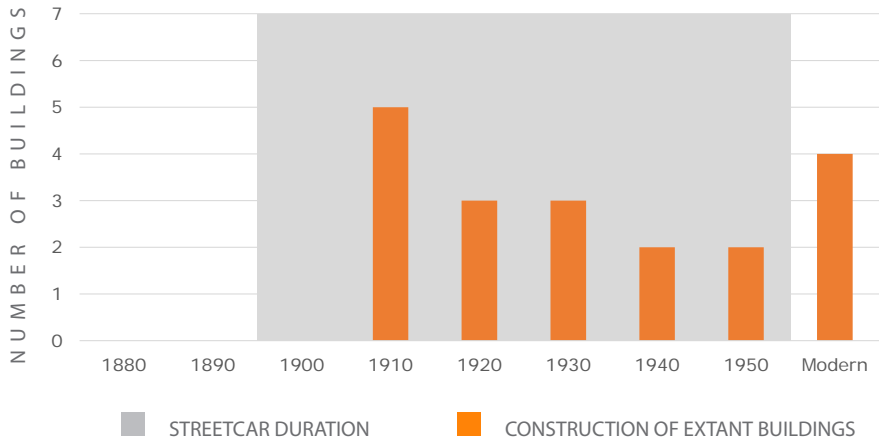
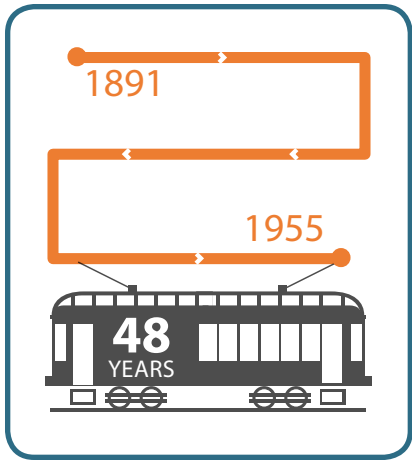
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth During Mid to Late Streetcar Era
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization
Current Density	Maintained

CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	Mid/Late Era, Medium Mixed Use Corridor
Preservation Status	Included in 2003 Central Omaha Survey; Dundee/Happy Hollow Historic District
Planning Status	Urban Design Overlay: ACI-2 with Traditional Omaha Zoning: GC, CC and GO

DUNDEE PLACE



KEY



Contributing Structure/
Active Resource



Existing
LHD



Existing
Local Landmark



Inventoried in
Previous Survey



Non-Contributing
Property



Existing
NRHD



Existing
National Register

SCALE 1:2400





Underwood Avenue looking north between North 51st and 50th Streets

LAND DEVELOPMENT

Right of Way Width	80'
Average Block Length	600'
Lot Characteristics	North - Fine End Grain; South - Medium End Grain
Service Access	North Side Parallel to Underwood Ave

PHYSICAL CHARACTERISTICS

Active Resources	11
Physical Integrity	Changes are Within and Beyond the Streetcar Period and Sympathetic
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater, Parochial School
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks; 1 House with Commercial Addition

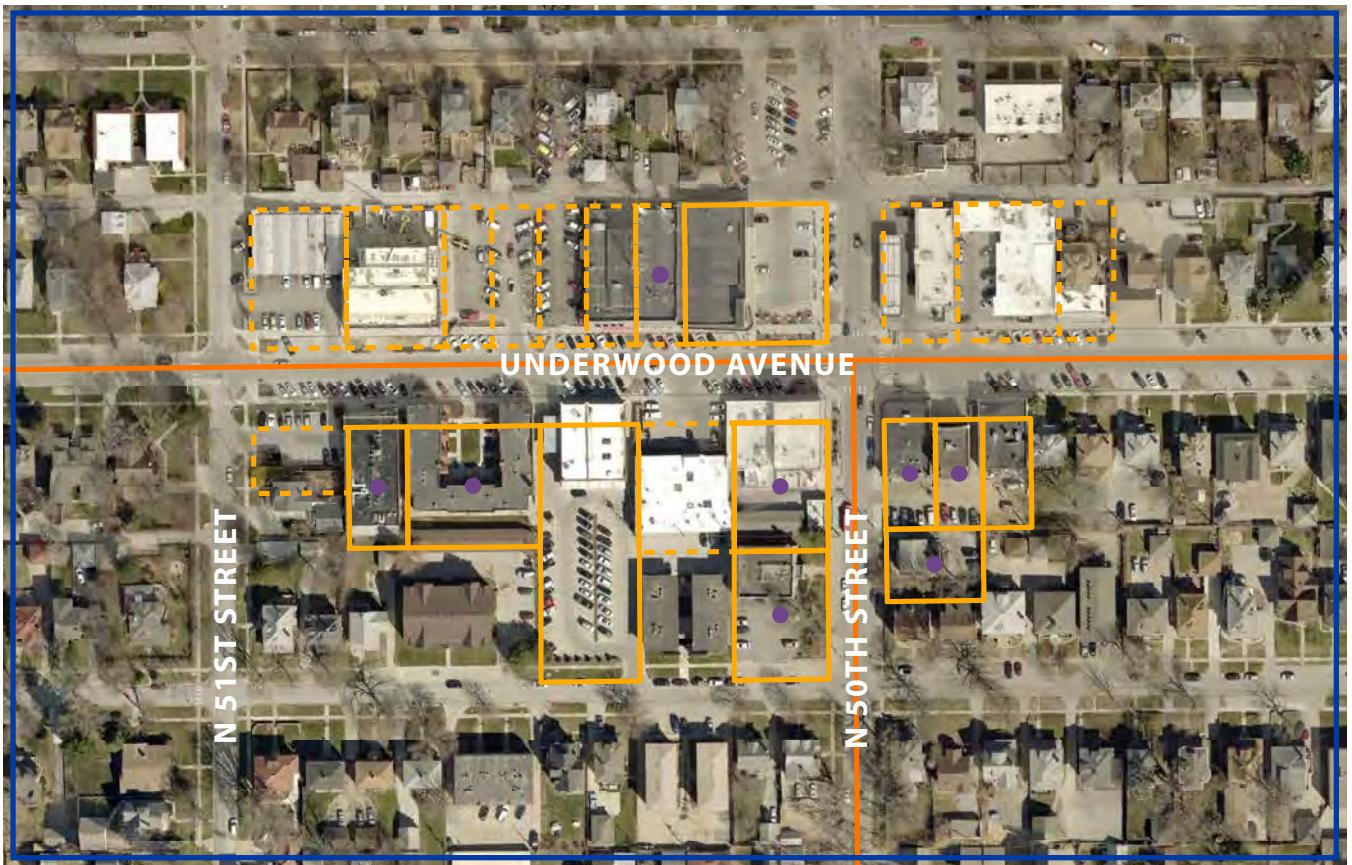
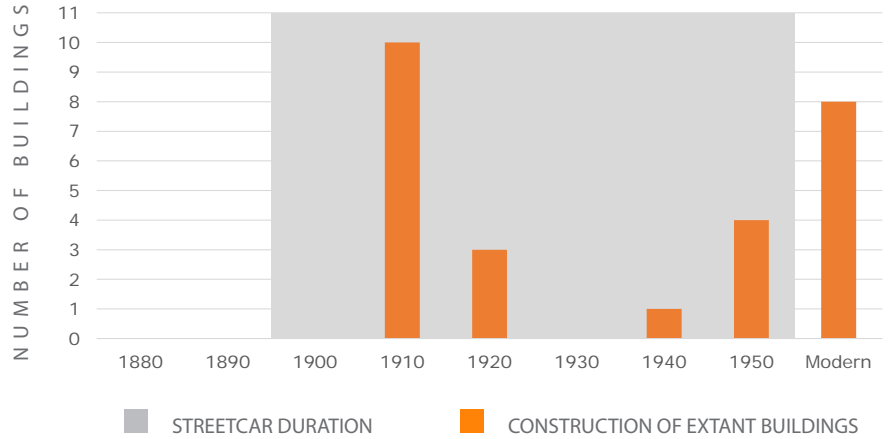
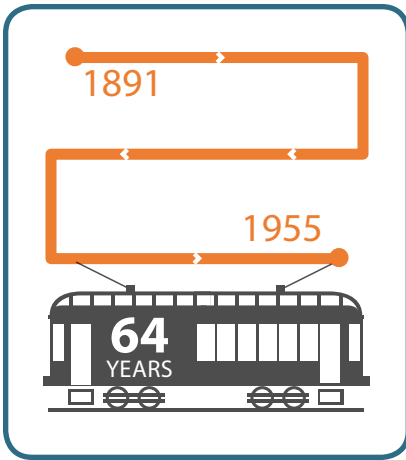
DEVELOPMENT ACTIVITY

Construction Boom	1912 - 1922
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	25% Decrease - Now Parking

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Peak to Late Era, Medium Mixed Use Corridor
Preservation Status	Included in 2003 and 2004 Surveys; Dundee/Happy Hollow Historic District
Planning Status	Urban Design Overlay: NCE-C with Traditional Omaha Zoning: NBD and R8

DUNDEE



KEY

- | | | | | |
|--|---------------|----------------------------|--------------------------------|-------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey | SCALE 1:2400
 |
| Non-Contributing Property | Existing NRHD | Existing National Register | | |



Leavenworth and South 33rd Streets looking southwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	264'
Lot Characteristics	North - Large Face Grain; South - Fine End Grain
Service Access	Discontinuous Both Directions

PHYSICAL CHARACTERISTICS

Active Resources	24
Physical Integrity	Varies
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; 1 House with Commercial Addition

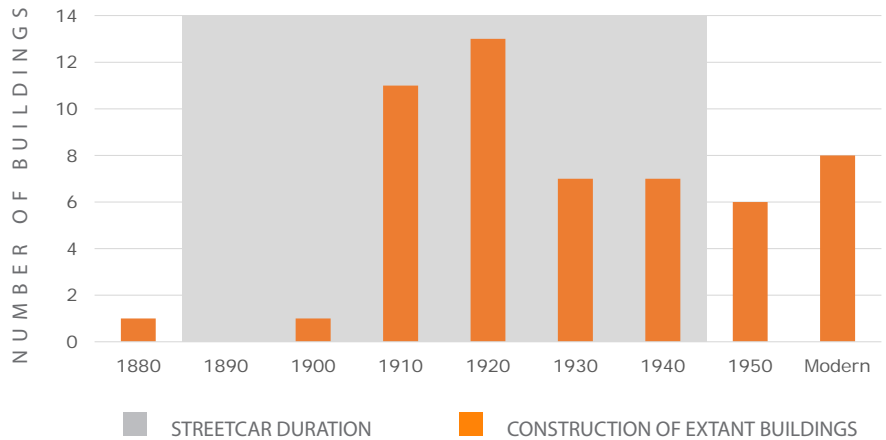
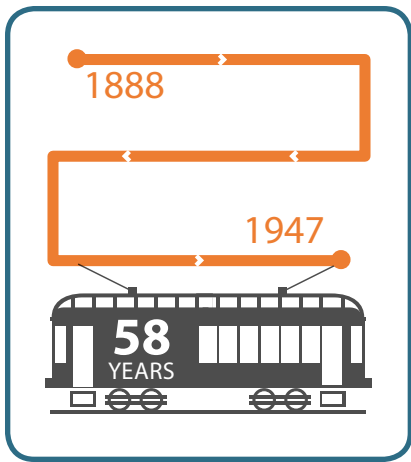
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth 1910* - 1989
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	10% Decrease - Now Buildings and Parking

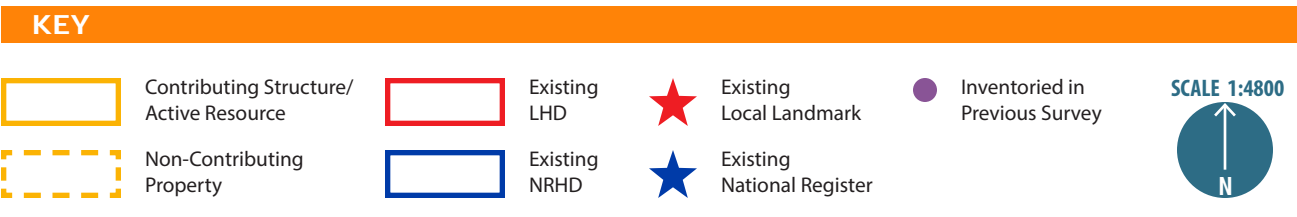
CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	Mid to Late Era, Medium Commercial Corridor
Preservation Status	Included in 2003 Central Omaha Survey
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD, GC, GI, GO, R7 and R4

LEAVENWORTH PARK



South 35th and Leavenworth Streets looking northwest towards South 35th Avenue



*South 44th and Leavenworth Streets looking northeast***LAND DEVELOPMENT**

Right of Way Width	66'
Average Block Length	400'
Lot Characteristics	Fine End Grain
Service Access	North Side Parallel to Leavenworth St

PHYSICAL CHARACTERISTICS

Active Resources	5
Physical Integrity	Changes are Within and Beyond the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Dance Halls
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; 1 House with Commercial Addition

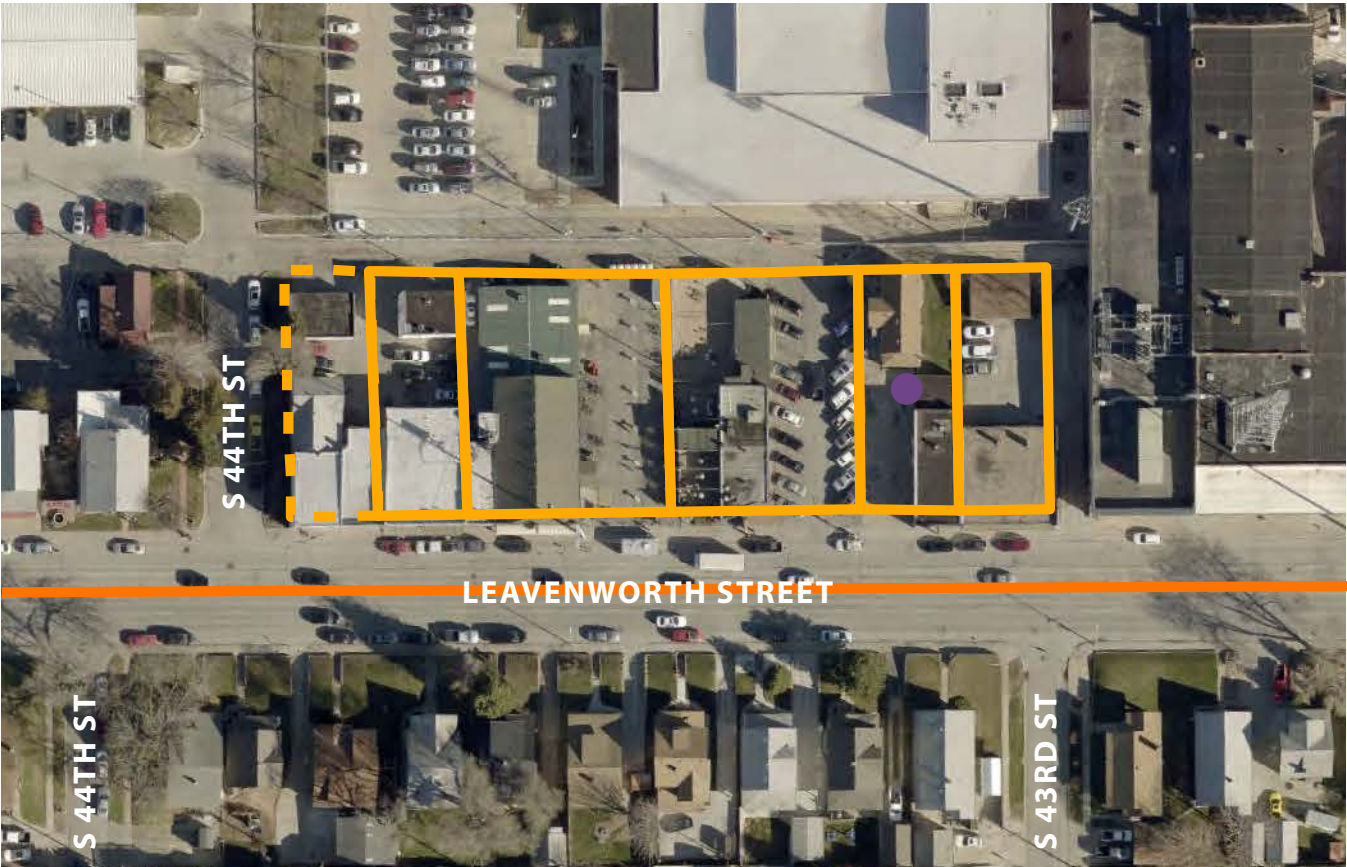
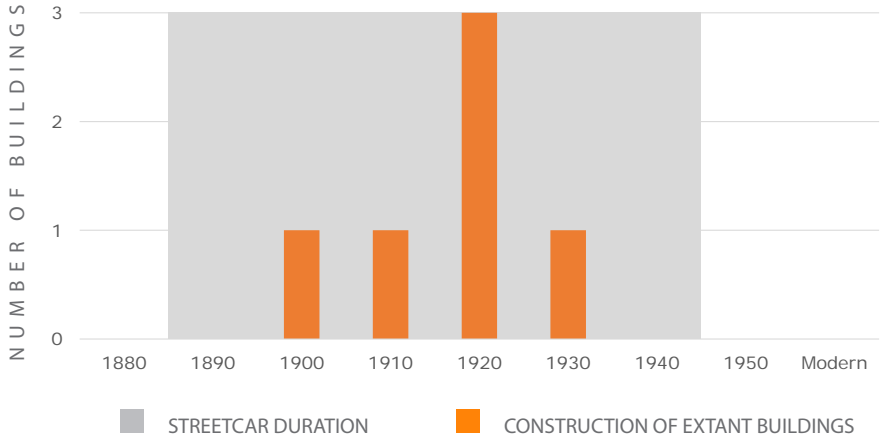
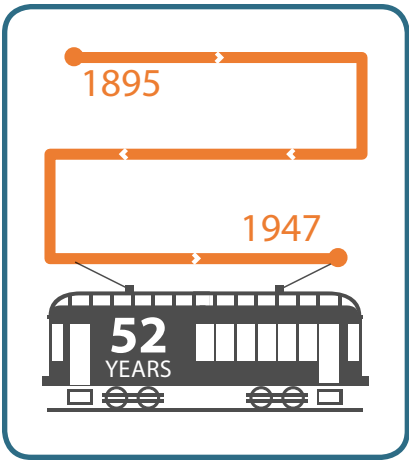
DEVELOPMENT ACTIVITY

Construction Boom	1920s
Density at Peak	Interspersed, Single Loaded Street
Turnover	Commercialization and Residential Infill
Current Density	Maintained

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Early to Mid, Medium Commercial Corridor
Preservation Status	Included in 2003 Central Omaha Survey
Planning Status	Urban Design Overlay: ACI-2 with Traditional Omaha Zoning: GI

BARLEYCORN



KEY

Contributing Structure/
Active Resource

Existing LHD

Existing Local Landmark

Inventoried in
Previous Survey

Non-Contributing
Property

Existing NRHD

Existing National Register

SCALE 1:1200



South 50th and Leavenworth Streets looking southwest

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	267'
Lot Characteristics	Fine End Grain
Service Access	North Side Parallel to Leavenworth

PHYSICAL CHARACTERISTICS

Active Resources	10
Physical Integrity	Changes are Within and Beyond the Streetcar Period
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Post Office
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Grass / Street
Form Notes	Typically 1 Part Commercial Blocks; 2 Houses with Commercial Additions

DEVELOPMENT ACTIVITY

Construction Boom	1920 - 1930; 1939 - 1942
Density at Peak	Sparse, Double Loaded Street
Turnover	NA
Current Density	25% Decrease - Now Parking

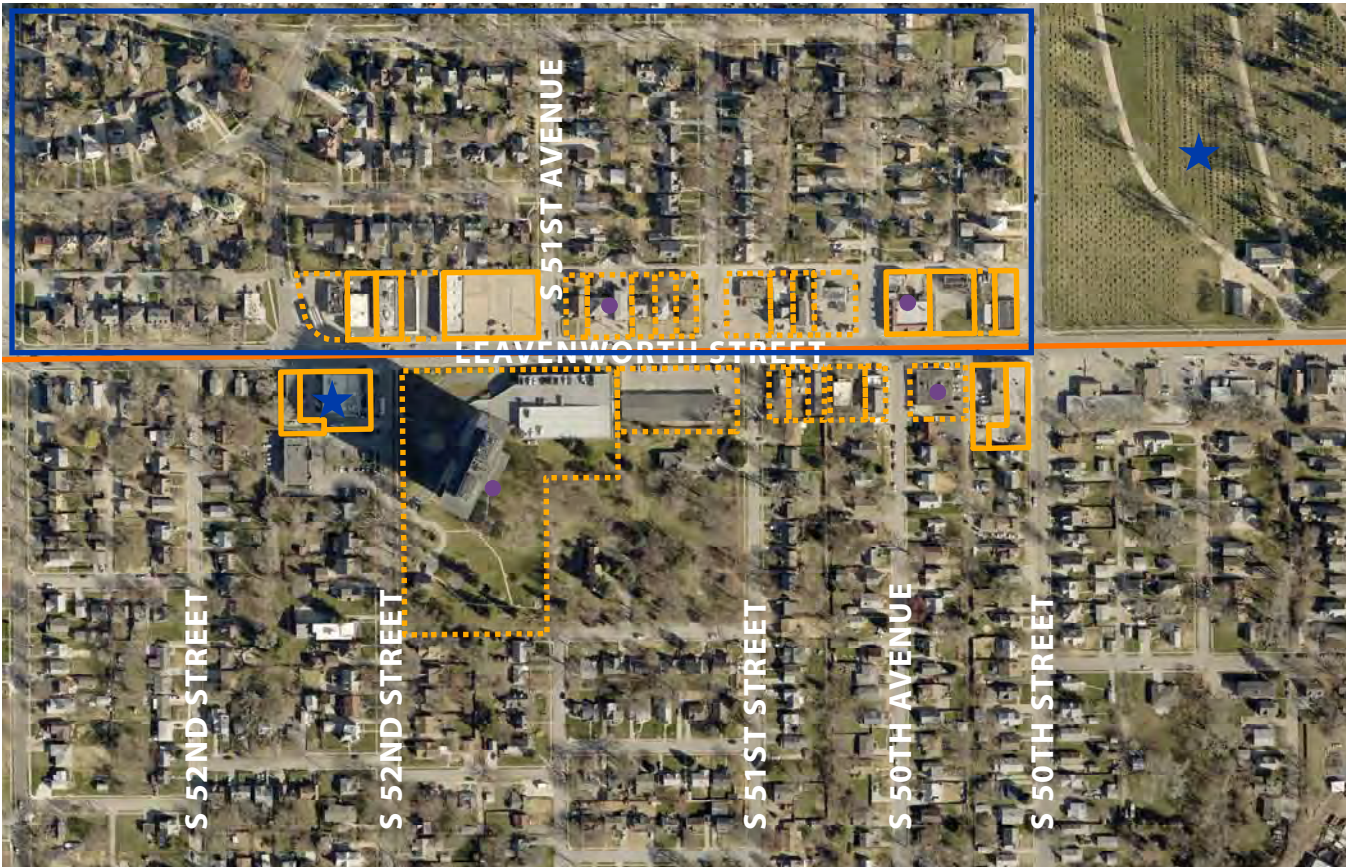
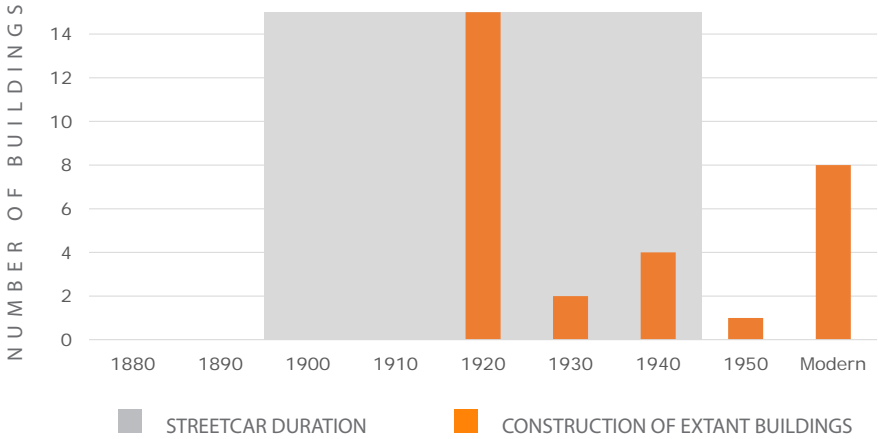
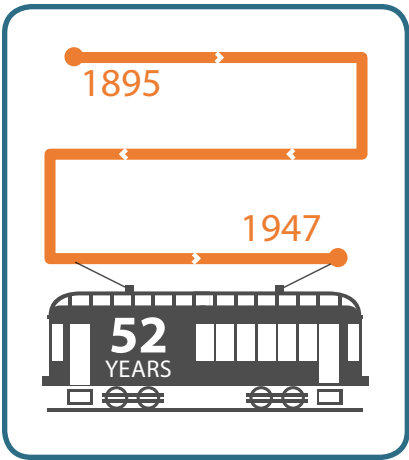
CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Complete, Medium Commercial Corridor
Preservation Status	Included in 2003, 2004 and 2011 Surveys; Dundee/Happy Hollow Historic District
Planning Status	Traditional Omaha Zoning Code: GC, CC and R8

ELMWOOD PARK



W15



KEY

Contributing Structure/
Active Resource

Existing
LHD

Existing
Local Landmark

Inventoried in
Previous Survey

Non-Contributing
Property

Existing
NRHD

Existing
National Register

SCALE 1:4800

*Park Avenue and Woolworth Street looking northwest***LAND DEVELOPMENT**

Right of Way Width	80'
Average Block Length	288' - varies significantly
Lot Characteristics	Fine End Grain
Service Access	East Side Parallel to Park Ave

PHYSICAL CHARACTERISTICS

Active Resources	17
Physical Integrity	Changes are Within and Beyond the Streetcar Period and Sympathetic
Physical Condition	Good
Historic Common Building Use	Multi-Family
Historic Neighborhood Draw	Drug Store and Bakery
Current Uses	Multi-Family
Typical Height	Even Mix of 1, 2 and 3 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Parking / Street
Form Notes	1 and 2 Part Comm Blks; Apt Blocks, Rowhouses, Single Family, Streetcar Barn (Non-extant)

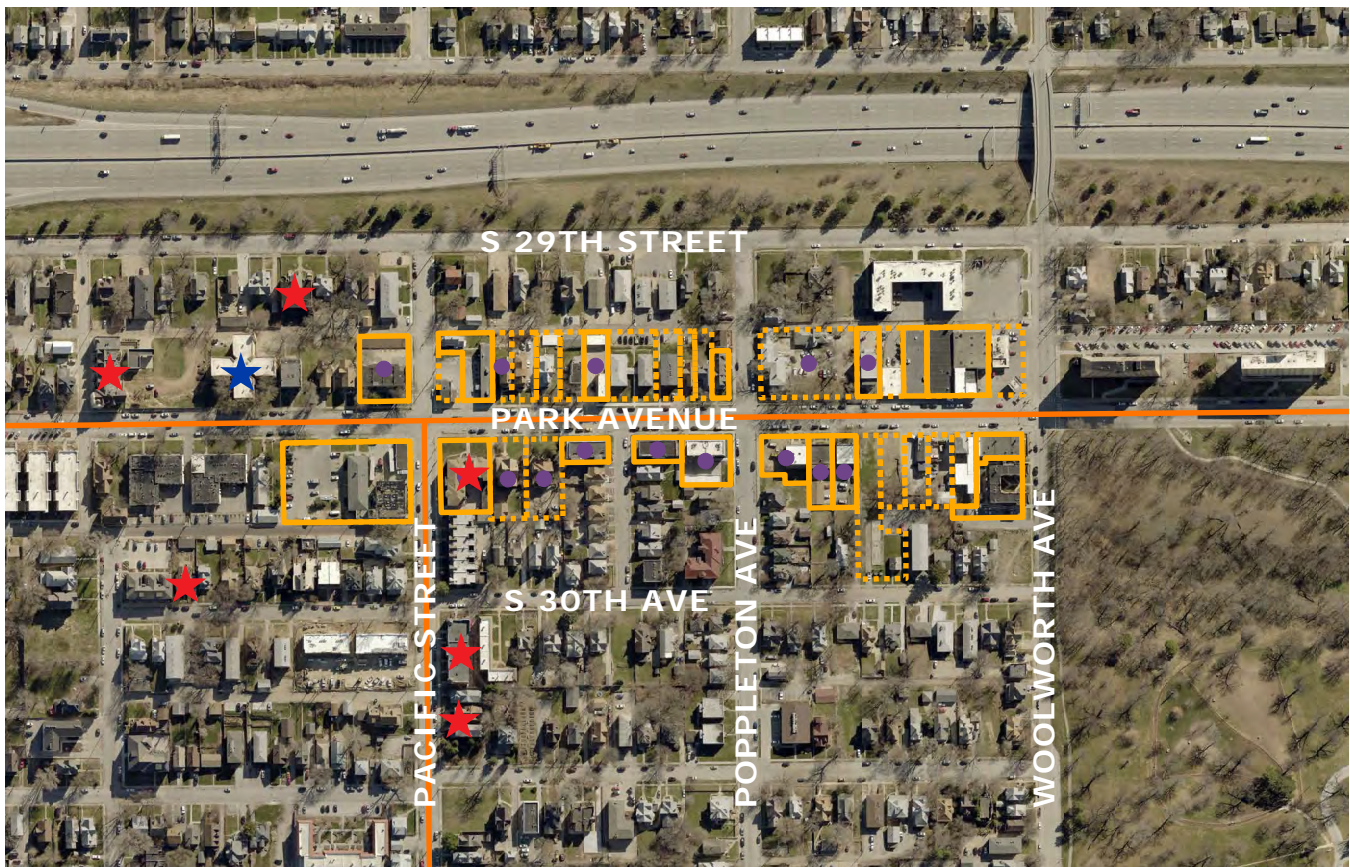
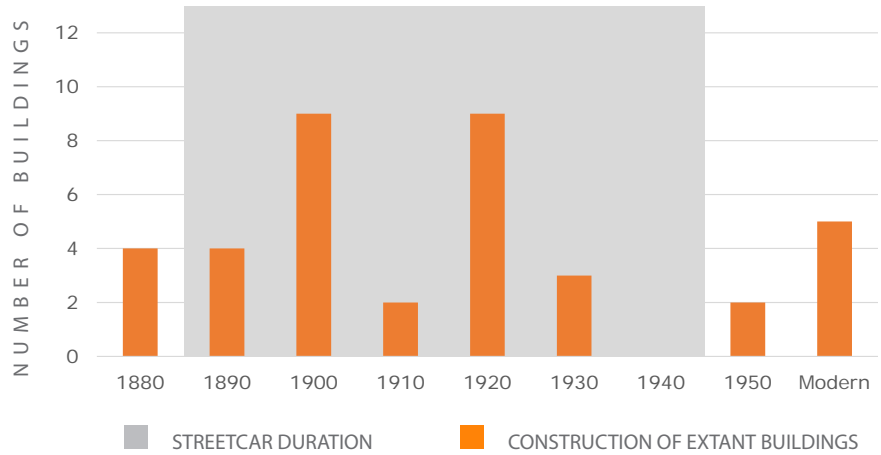
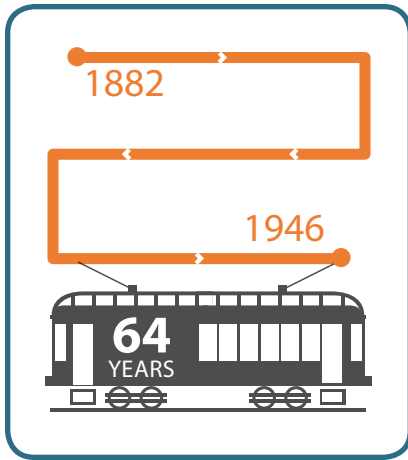
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth 1895 - 1930
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization and Multi-Family Infill
Current Density	10% Decrease - Now Parking

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Complete, Medium Mixed Use Corridor
Preservation Status	Included in 2003 Central Omaha Survey
Planning Status	Traditional Omaha Zoning Code: CC, LC, GC, R7 and R8

PARK AVENUE



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800





16th Street looking northwest between Pine and William Streets

LAND DEVELOPMENT

Right of Way Width	80'
Average Block Length	320'
Lot Characteristics	Fine End Grain
Service Access	Both Sides Parallel to S 32nd Ave

PHYSICAL CHARACTERISTICS

Active Resources	3
Physical Integrity	Changes are within the Streetcar Period and Irreversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Unclear
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Parking / Street
Form Notes	All 1 Part Commercial Blocks

DEVELOPMENT ACTIVITY

Construction Boom	1917 - 1920
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization, Single Family and Multi-Family Infill
Current Density	10% Decrease - Now Parking

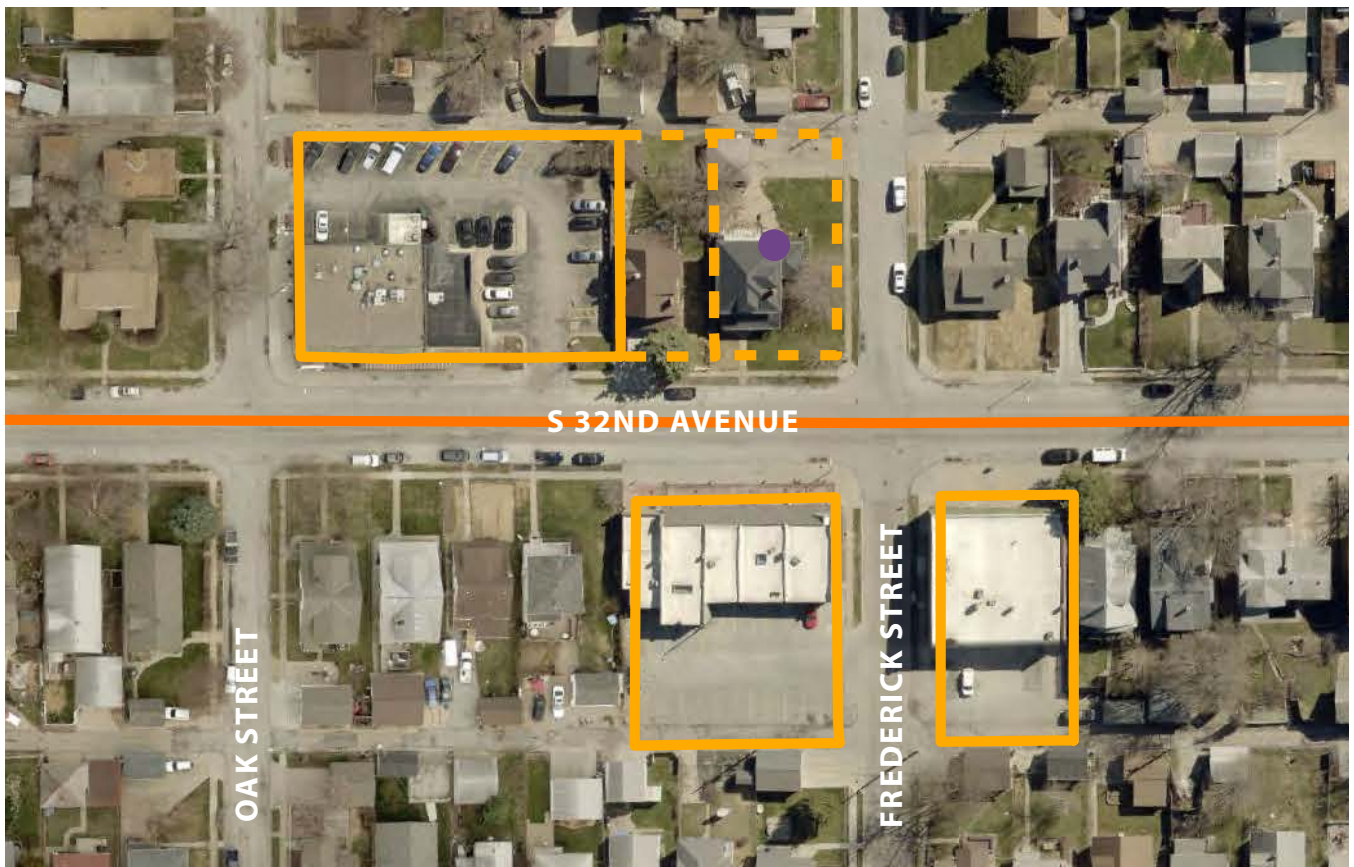
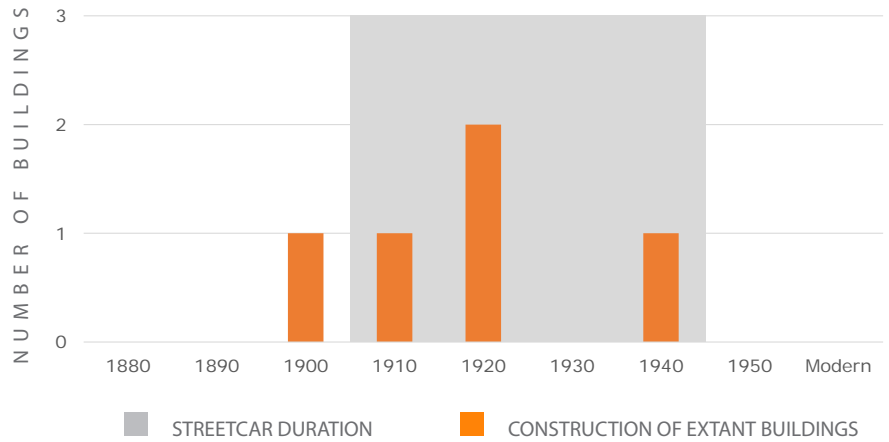
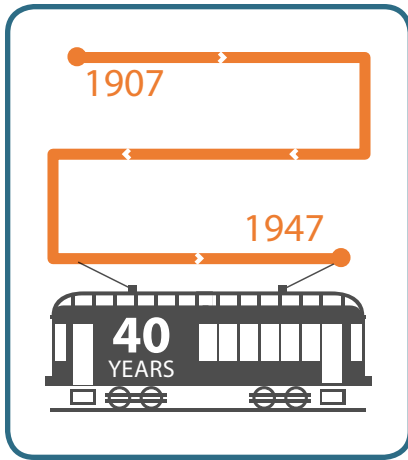
CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Early Era, Medium Mixed-Use Corridor
Preservation Status	Included in 2011 Hanscom Park Survey; Normandie Apartment (NR)
Planning Status	Traditional Omaha Zoning Code: GC

LO SOLE MIO



W17

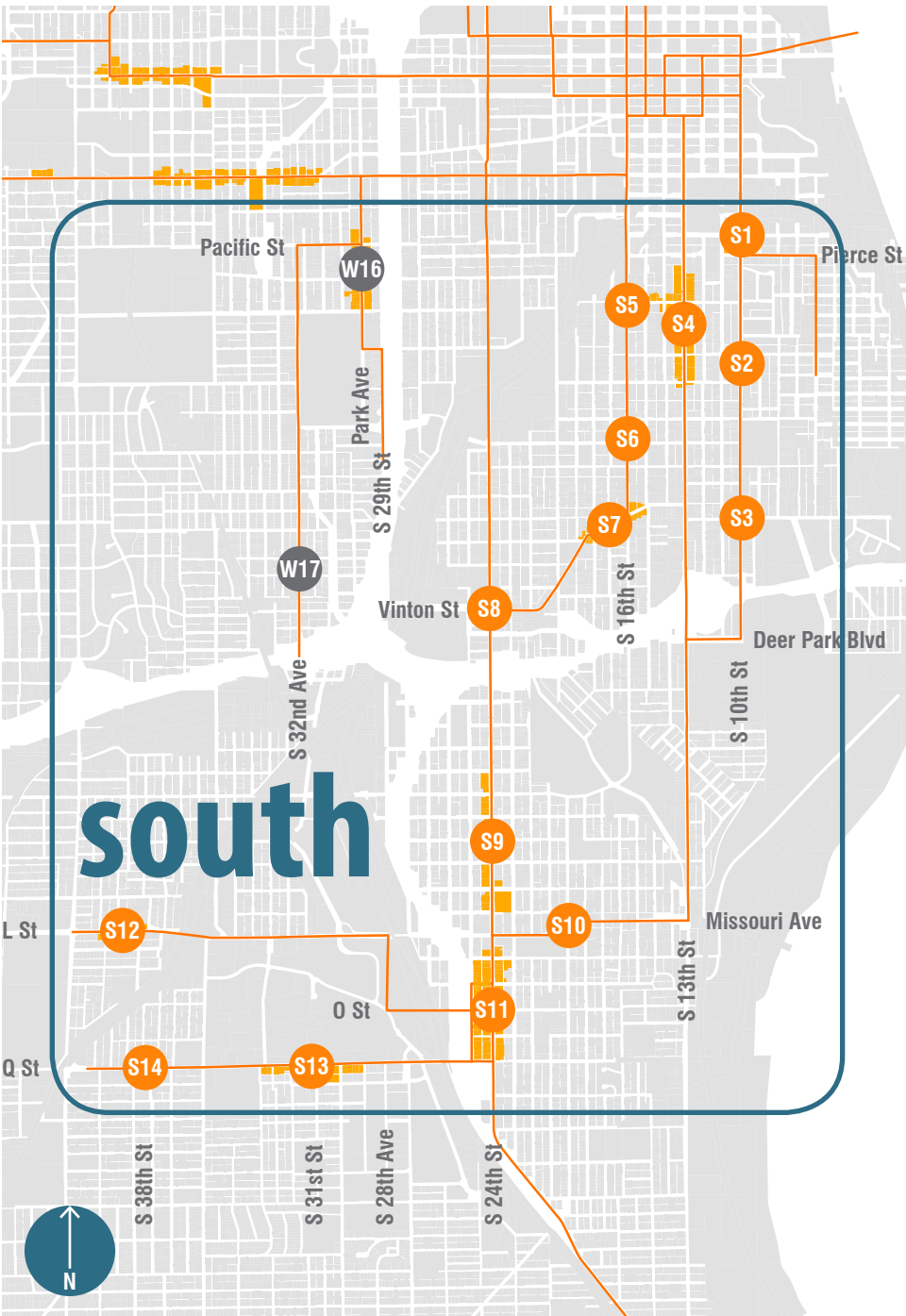


KEY

- | | | | | | | | | |
|--|--|--|---------------|--|----------------------------|--|--------------------------------|--------------------------|
| | Contributing Structure/Active Resource | | Existing LHD | | Existing Local Landmark | | Inventoried in Previous Survey | SCALE 1:1200
N |
| | Non-Contributing Property | | Existing NRHD | | Existing National Register | | | |

SOUTH

As with the historic context chapter, the southern zone of the analysis area comprises 14 different study areas.



- S1 FOREST HILL**
South 10th and Mason to Pierce Streets
- S2 CASCIO'S**
South 10th and Hickory Streets
- S3 BANCROFT STREET MARKET**
South 10th and Bancroft Streets
- S4 LITTLE BOHEMIA**
South 13th and Pierce to William Streets
- S5 HARTMAN'S ADDITION**
South 16th and William to Pine Streets
- S6 ROGER'S ADDITION**
South 16th and Dorcas Streets
- S7 VINTON STREET**
Vinton and South 15th to Elm Streets
- S8 DEER PARK**
South 24th and Vinton to Krug Avenue
- S9 SPRING LAKE**
South 24th and E to K Streets
- S10 COLLIN FIELD**
South 20th and Missouri Avenue
- S11 SOUTH 24TH STREET**
South 24th and L to Q Streets
- S12 HITCHCOCK PARK**
L Street and South 39th to 41st Streets
- S13 ST. MARY'S**
Q Street and South 29th St to 33rd Avenue
- S14 CHRISTIE HEIGHTS PARK**
Q Street and South 38th to 39th Avenue



Pacific and S 10th Streets looking north towards Mason Street

LAND DEVELOPMENT

Right of Way Width	100'
Average Block Length	299'
Lot Characteristics	Medium Face Grain
Service Access	Both Sides Perpendicular to S 10th St

PHYSICAL CHARACTERISTICS

Active Resources	6
Physical Integrity	Changes are within the Streetcar Period or Sympathetic
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Hotel
Current Uses	Commercial / Multi-family Residential
Typical Height	3 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; Flat, Apartment, Hotel, Streetcar Barn (Extant)

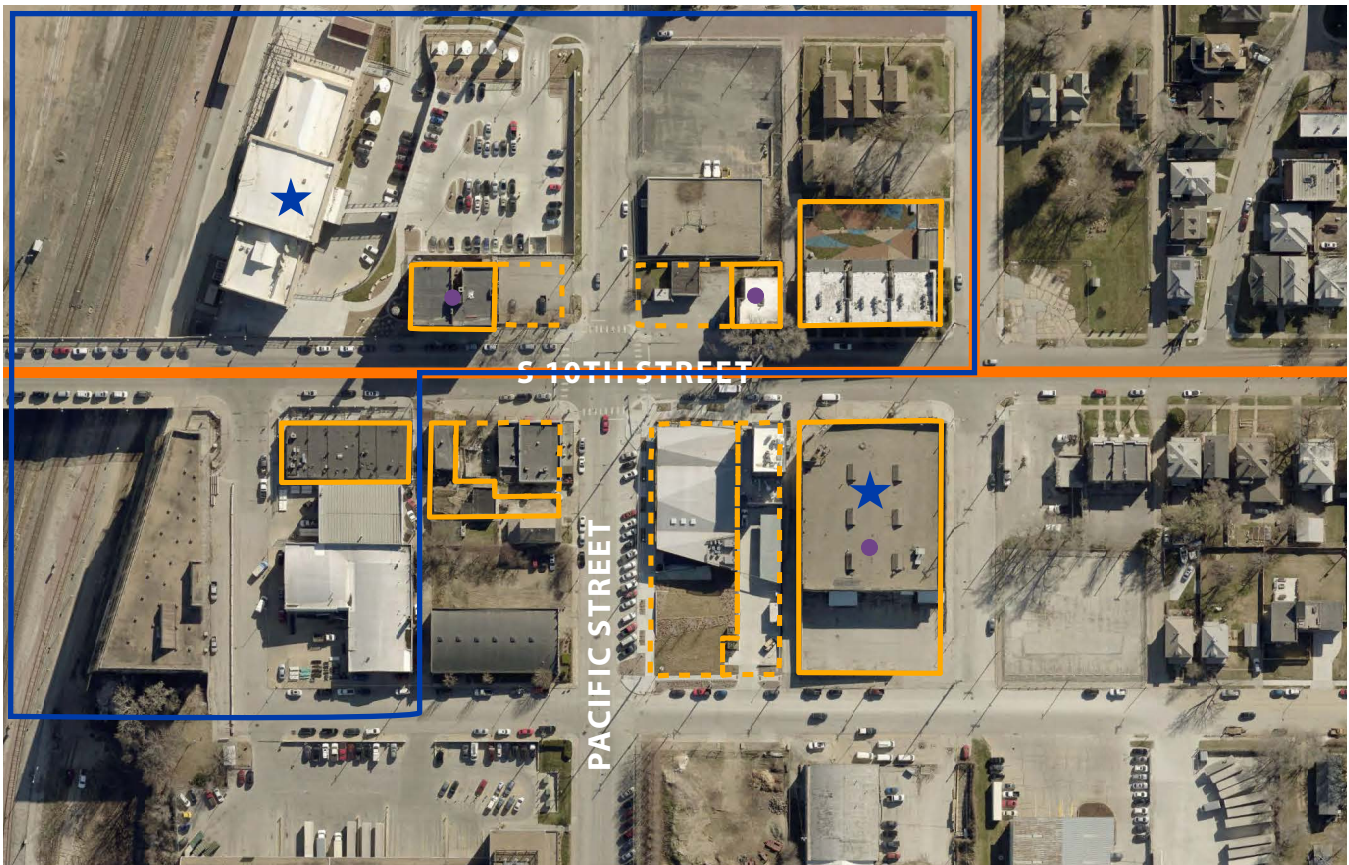
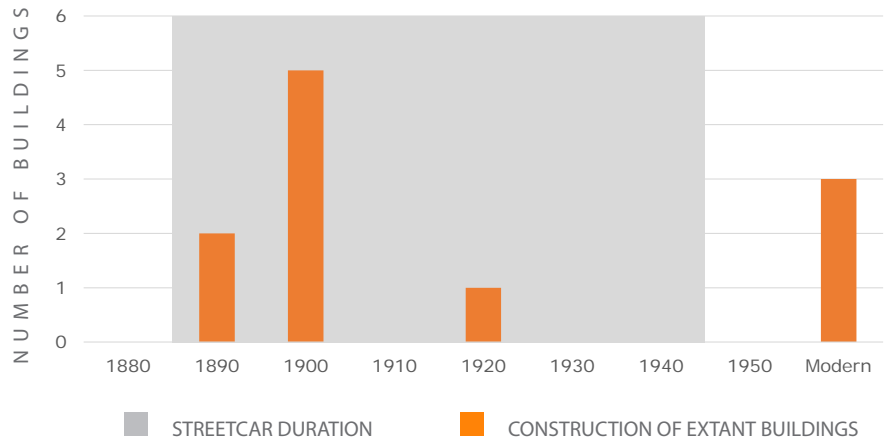
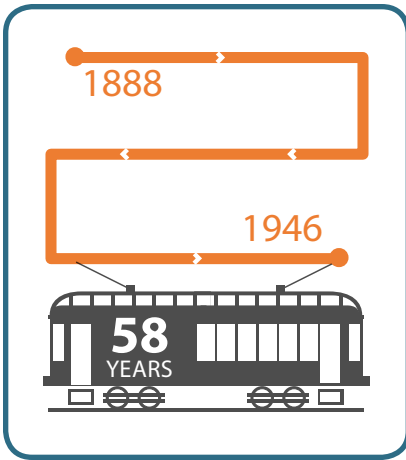
DEVELOPMENT ACTIVITY

Construction Boom	1900* - 1901
Density at Peak	Dense, Double Loaded Street
Turnover	Replacement, Commercialization and Multi-family Infill
Current Density	25% Decrease - Now Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	An Early, Small Streetcar Mixed-Use Node / Extension of Historic District
Preservation Status	Included in 2006 South Central Survey; Overlaps Rail and Commerce NRHD
Planning Status	Urban Design Overlay: ACI-1 / NCE with Traditional Omaha Zoning: NBD, CBD, HI, and GI

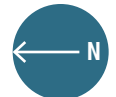
FOREST HILL



KEY

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|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:2400





Pacific and S 10th Streets looking north towards Mason Street

LAND DEVELOPMENT

Right of Way Width	80'
Average Block Length	Varies Widely
Lot Characteristics	Large and Medium End Grain
Service Access	Both Sides Parallel to S 10 St, North Side Parallel to Hickory

PHYSICAL CHARACTERISTICS

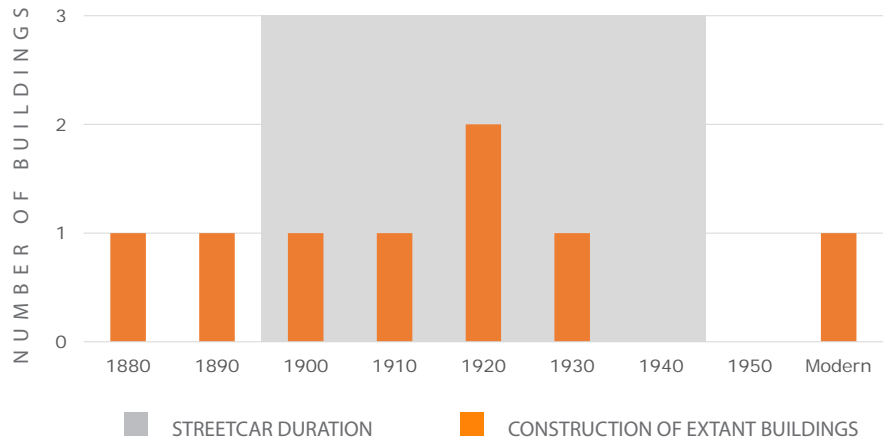
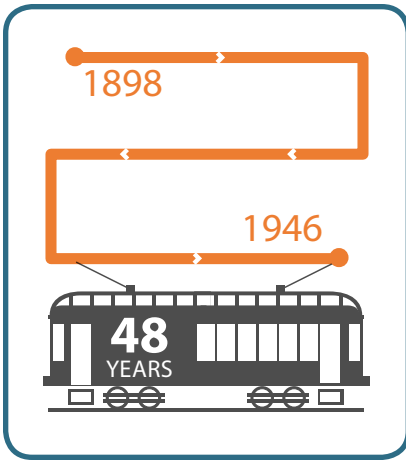
Active Resources	3
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 2 Part Commercial Blocks; 1 False Front Building

DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth from 1885 - 1930
Density at Peak	Sparse Node
Turnover	Commercialization, Conversion and Multi-family Infill
Current Density	75% Decrease - Now Empty Lots, Parking, and Vacant Buildings

CURRENT EVALUATION

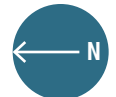
Feeling and Association	Sufficient - 4
Historic Significance	An Early, Small Streetcar Commercial Node
Preservation Status	Included in 2006 South Central Survey
Planning Status	Urban Design Overlay: NCE with Traditional Omaha Zoning: GC and R7



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





S 10th and Bancroft Streets looking west

LAND DEVELOPMENT

Right of Way Width	80'
Average Block Length	940'
Lot Characteristics	Corner Lots
Service Access	Discontinuous Parallel to S 10th St

PHYSICAL CHARACTERISTICS

Active Resources	2
Physical Integrity	Changes are within the Streetcar Period or Sympathetic
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	School
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	1 Part Commercial Blocks

DEVELOPMENT ACTIVITY

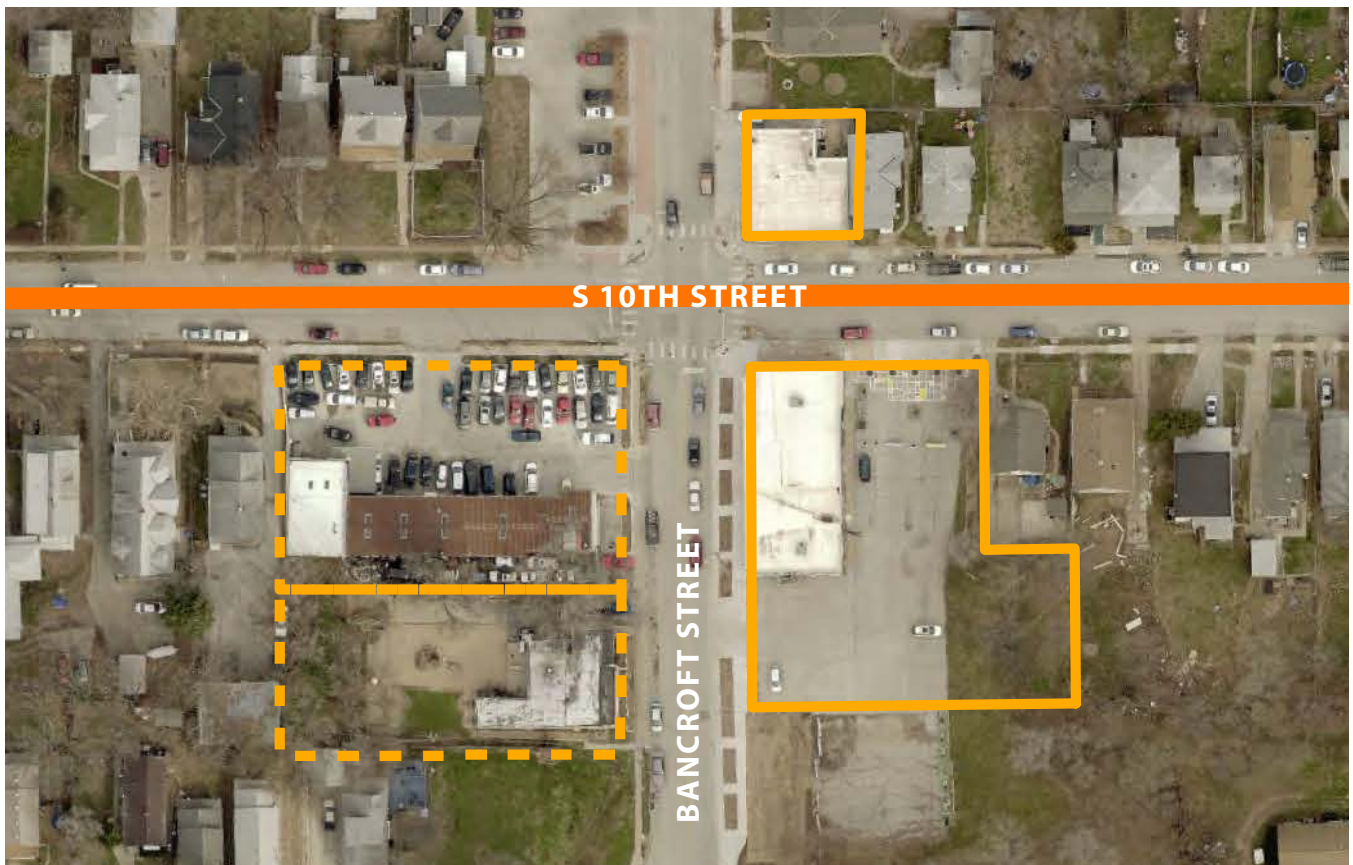
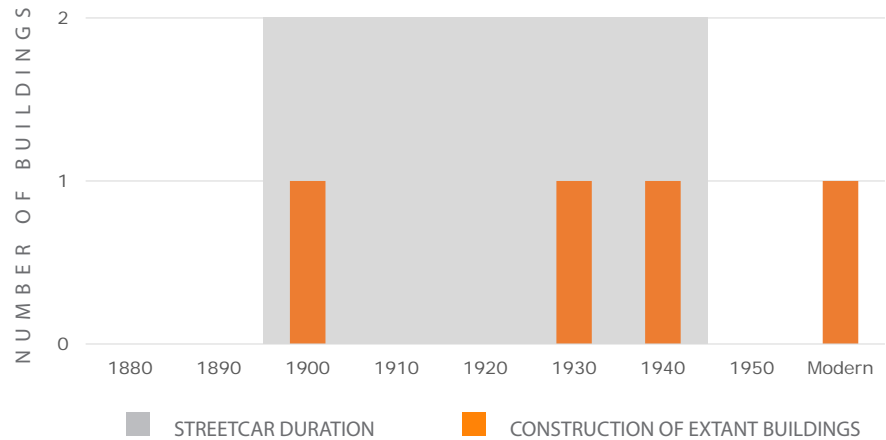
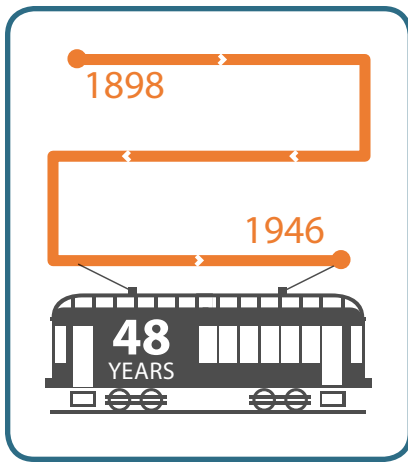
Construction Boom	NA
Density at Peak	Sparse Node
Turnover	Replacement, Commercialization and Expansion
Current Density	25% Decrease - Now Parking

CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	A Small Streetcar Commercial Node Transitioned to Auto Node
Preservation Status	Included in the 2005 South Omaha Survey
Planning Status	Urban Design Overlay: NCE with Traditional Omaha Zoning: GC



BANCROFT STREET MARKET



KEY

- | | | | |
|--|---------------|----------------------------|--------------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey |
| Non-Contributing Property | Existing NRHD | Existing National Register | |

SCALE 1:1200





South 13th Street looking west between Hickory and Center Streets

LAND DEVELOPMENT

Right of Way Width	100'
Average Block Length	827'
Lot Characteristics	Varies
Service Access	Discontinuous Parallel and Perpendicular

PHYSICAL CHARACTERISTICS

Active Resources	32
Physical Integrity	Varies
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater / Tavern / Hotel
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks; 5 False Fronts; Single Family Facing Alleys

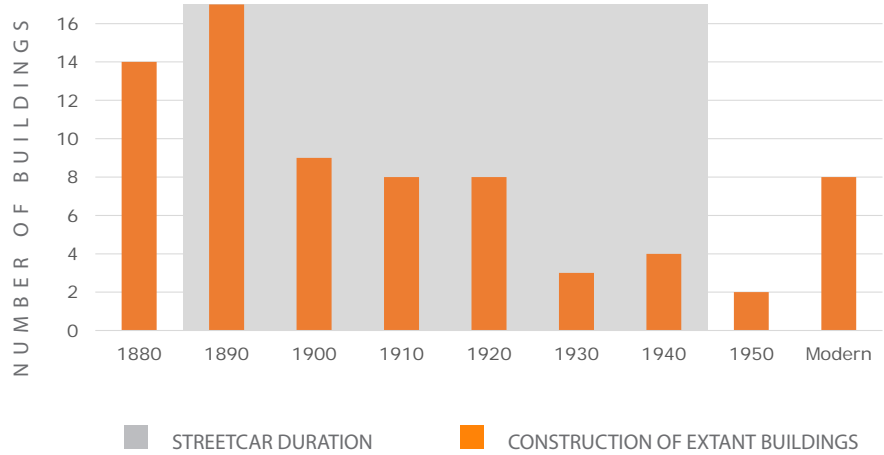
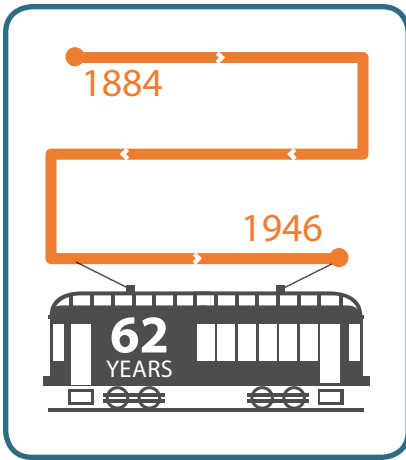
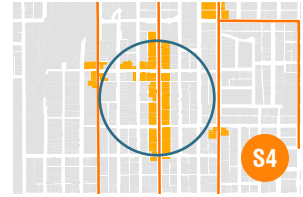
DEVELOPMENT ACTIVITY

Construction Boom	1887 - 1900*, Followed by Steady Growth to 1964
Density at Peak	Interspersed, Double Loaded Street
Turnover	All Types
Current Density	20% Decrease - Now Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	Complete Large Commercial Corridor Transitioned to Auto Corridor
Preservation Status	Included in 2006 South Central Survey; 4 NR Properties
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD and GI

LITTLE BOHEMIA



South 13th Street looking west
between William and Pine Streets



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800





South 16th Street looking west between Pine and William Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	525'
Lot Characteristics	Medium End and Face Grain
Service Access	Both Sides Discontinuous

PHYSICAL CHARACTERISTICS

Active Resources	1
Physical Integrity	Many Storefronts Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Bike Lane / Street
Form Notes	Typically Commercial Blocks, 2 False Front Buildings, 3 Flats, Apartment Block

DEVELOPMENT ACTIVITY

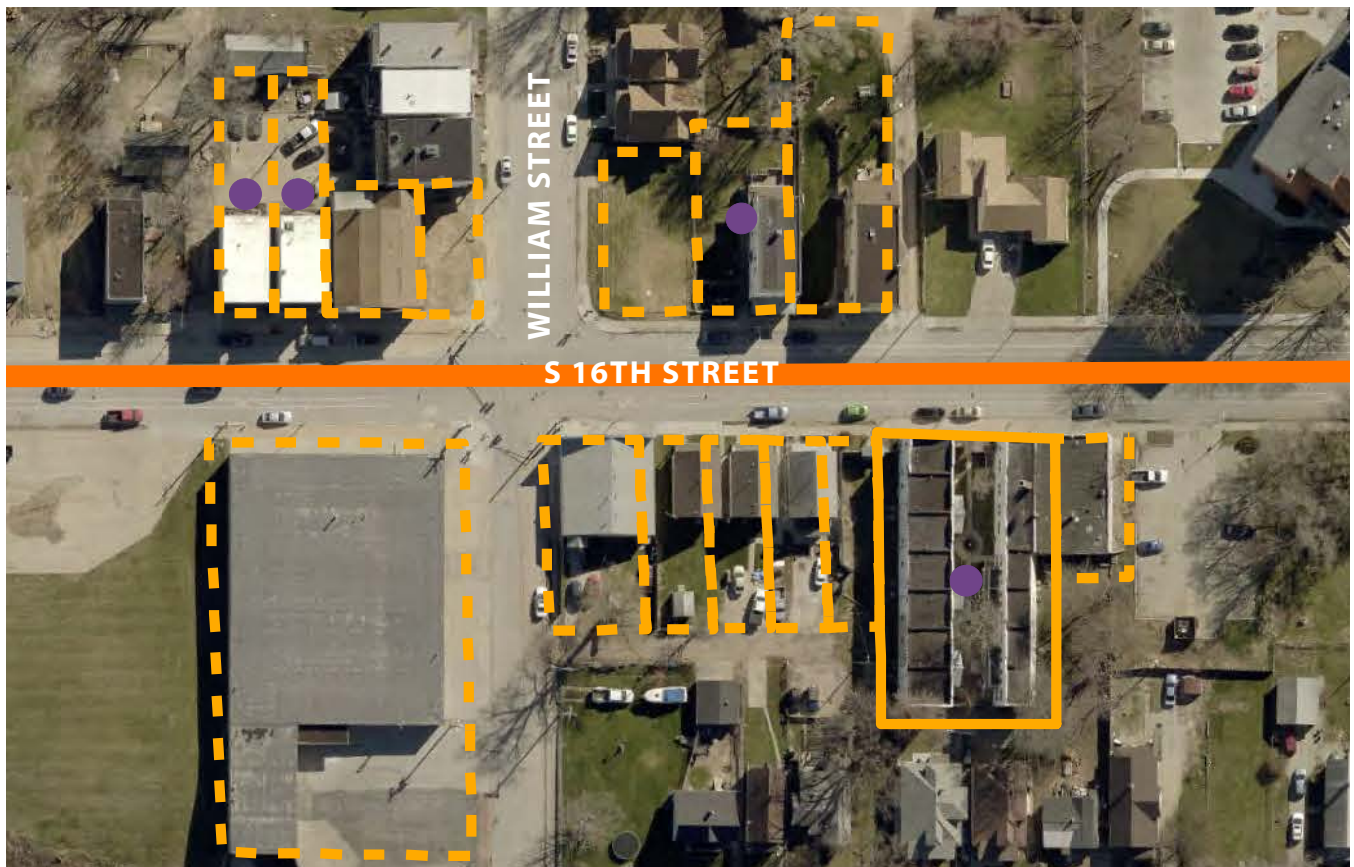
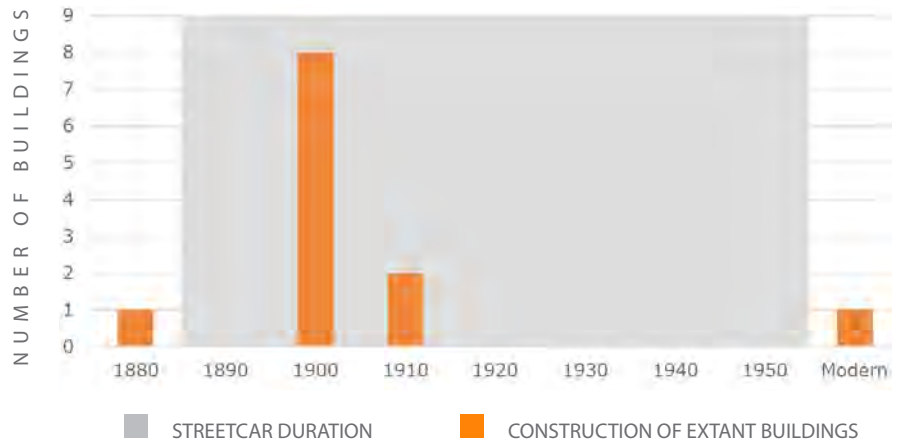
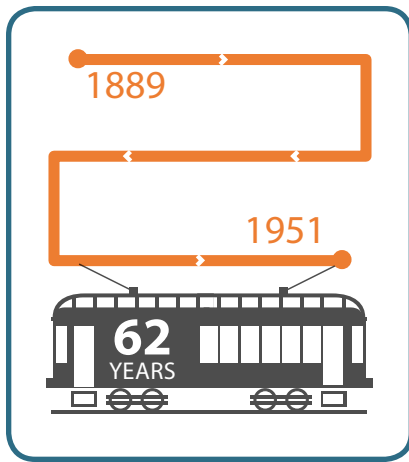
Construction Boom	Growth Concentrated Around 1900
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization, Conversion, and Residential Infill
Current Density	25% Decrease - Now Buildings, Empty Lots and Parking

CURRENT EVALUATION

Feeling and Association	Weak - 6
Historic Significance	A Small Streetcar Mixed-Use Corridor
Preservation Status	Included in 2006 South Central Survey
Planning Status	Traditional Omaha Zoning Code: CC, GI, HI, R5, R7



HARTMAN'S ADDITION



KEY

	Contributing Structure/ Active Resource		Existing LHD		Existing Local Landmark		Inventoried in Previous Survey	SCALE 1:4800
	Non-Contributing Property		Existing NRHD		Existing National Register			



South 16th Street looking northwest between Martha and Castelar Streets

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	515'
Lot Characteristics	End Grain / Varies
Service Access	East - Parallel to S 16th St; West - Discontinuous

PHYSICAL CHARACTERISTICS

Active Resources	2
Physical Integrity	Many Storefronts Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Drug Store
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; 1 False Front

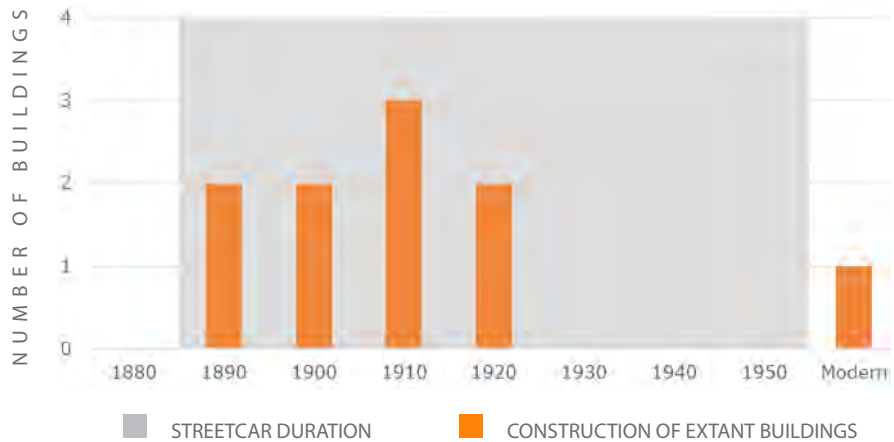
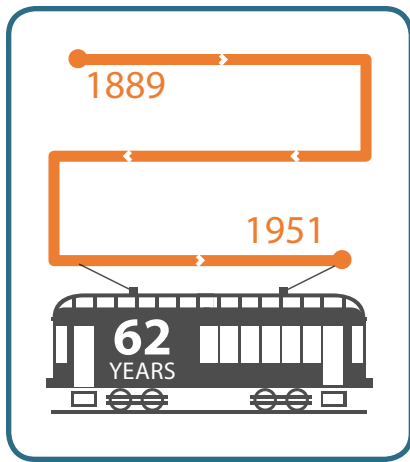
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth from 1890 - 1925
Density at Peak	Interspersed, Single Loaded Street
Turnover	Commercialization
Current Density	25% Decrease - Now Empty Lots

CURRENT EVALUATION

Feeling and Association	Weak - 5
Historic Significance	An Early-Mid, Small Streetcar Mixed-Use Corridor
Preservation Status	Included in 2006 South Central Survey
Planning Status	Traditional Omaha Zoning Code: GC

ROGER'S ADDITION



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:2400





South 17th and Vinton Streets looking east

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	292'
Lot Characteristics	End Grain / Varies
Service Access	Both Sides Parallel to Vinton St

PHYSICAL CHARACTERISTICS

Active Resources	23
Physical Integrity	Varies
Physical Condition	Varies
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 Part Commercial Blocks; Many Rowhouses and Flats, Streetcar Barn (Non-extant)

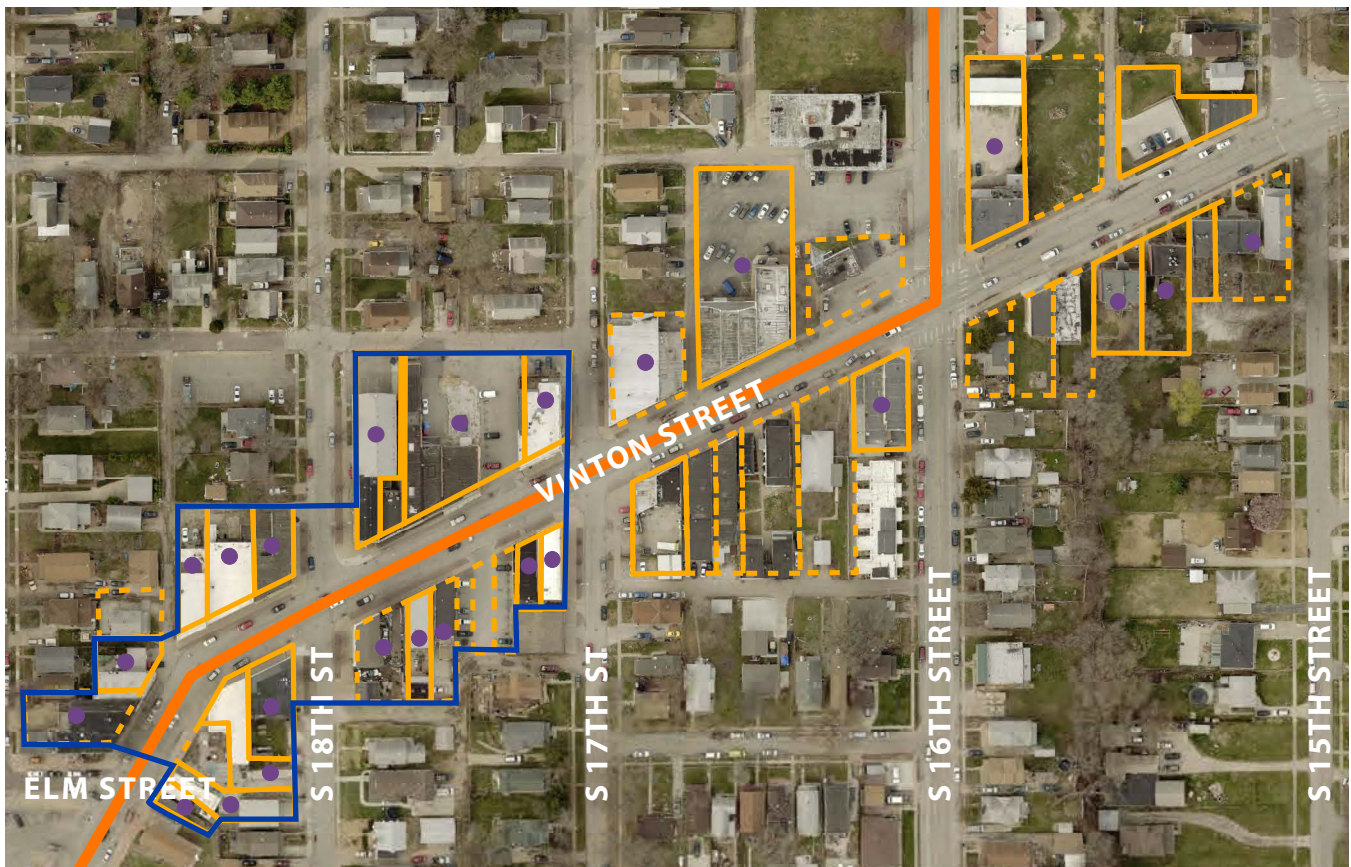
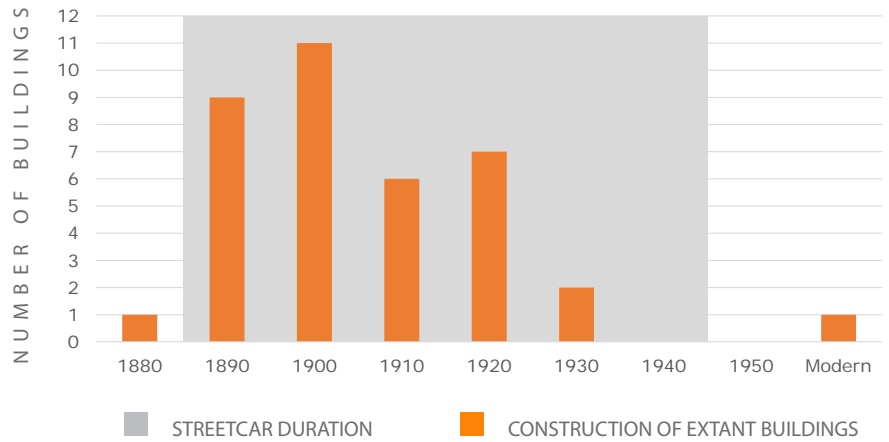
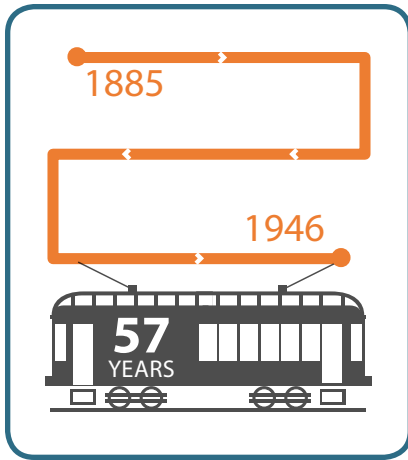
DEVELOPMENT ACTIVITY

Construction Boom	1890*; 1900-1912; 1921-1927
Density at Peak	Dense, Double Loaded Street
Turnover	Commercialization and Multi-family Infill
Current Density	10% Decrease - Side Lots

CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	An Early-Mid, Large Streetcar Mixed-Use Corridor
Preservation Status	Included in 2005 South Omaha Survey; Vinton Street NRHD
Planning Status	Urban Design Overlay: NBD-NCE-E/H with Traditional Omaha Zoning: NBD and R7

VINTON STREET



KEY

- | | | | |
|--|---------------|----------------------------|--------------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey |
| Non-Contributing Property | Existing NRHD | Existing National Register | |

SCALE 1:2400





South 24th and Vinton Streets looking southeast

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	370'
Lot Characteristics	Varies
Service Access	North - Perpendicular to Vinton St

PHYSICAL CHARACTERISTICS

Active Resources	1
Physical Integrity	Some Storefronts Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Movie Theater
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Greenspace / Parking / Street
Form Notes	1 and 2 Part Commercial Blocks; Streetcar Barn (Non-extant)

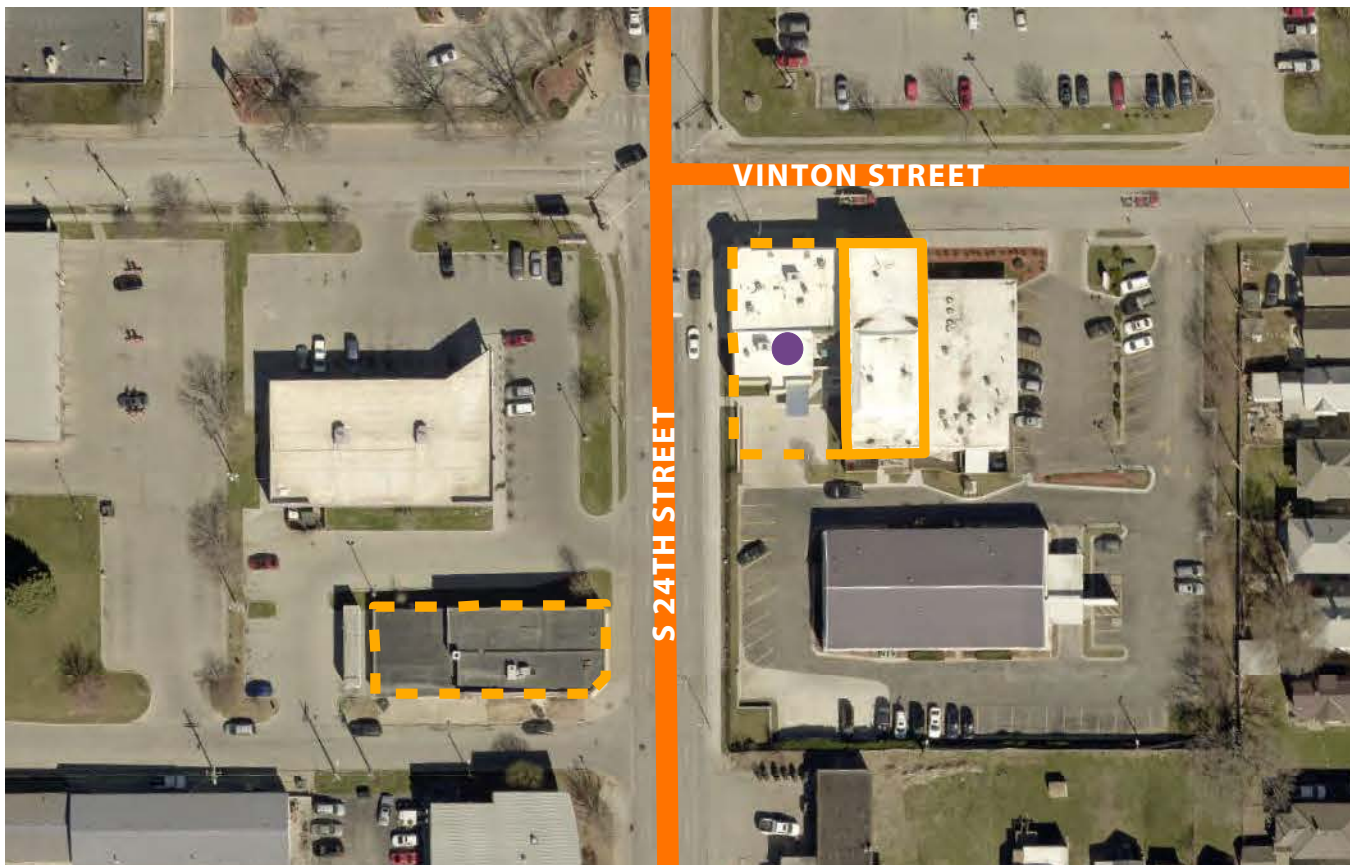
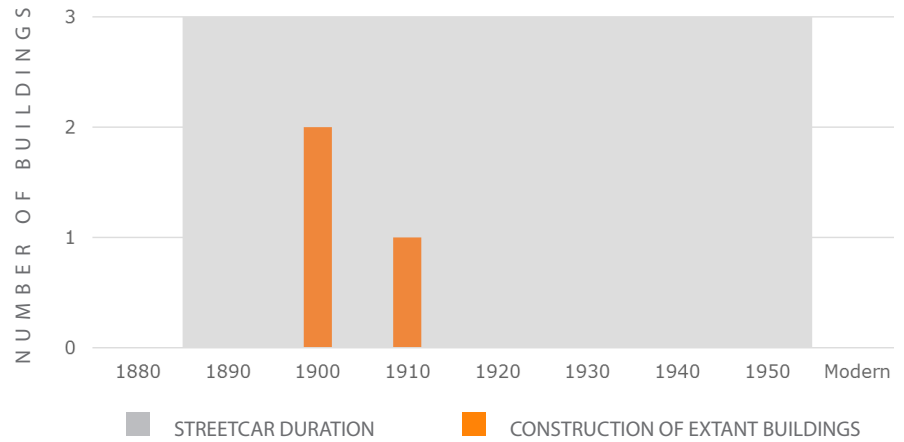
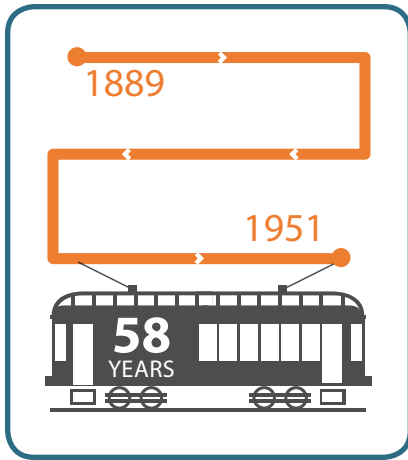
DEVELOPMENT ACTIVITY

Construction Boom	NA
Density at Peak	Interspersed, Double Loaded Street
Turnover	Commercialization Single Family and Multi-family Infill
Current Density	75% Decrease - Parking Lots

CURRENT EVALUATION

Feeling and Association	Weak - 6
Historic Significance	An Early, Small Streetcar Commercial Node
Preservation Status	Included in 2005 South Omaha Survey
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: CC and GI

DEER PARK



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





South 24th and "F" Streets looking northwest

LAND DEVELOPMENT

Right of Way Width	100'
Average Block Length	373'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Parallel to S 24th St

PHYSICAL CHARACTERISTICS

Active Resources	15
Physical Integrity	Changes are within the Streetcar Period, Sympathetic or Reversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Tavern
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks; 1 False Front; 1 Cast Iron Facade; 1 Comm Add

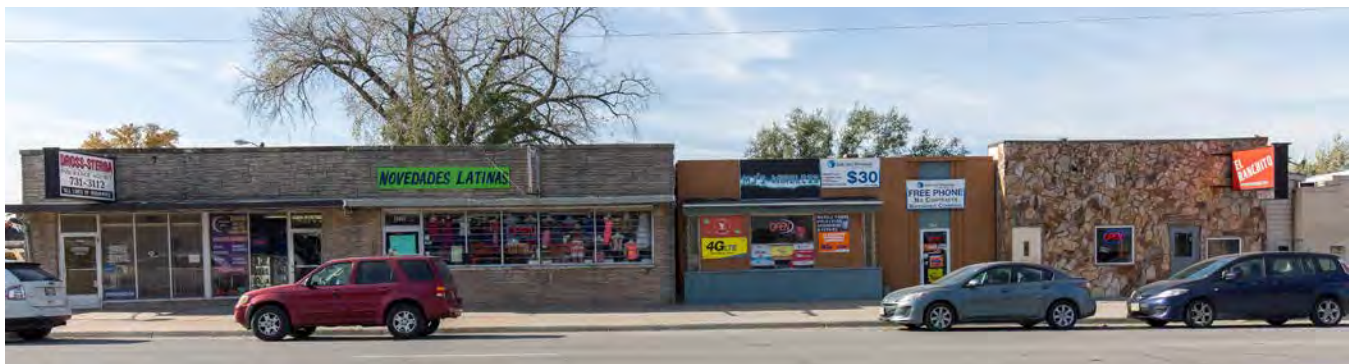
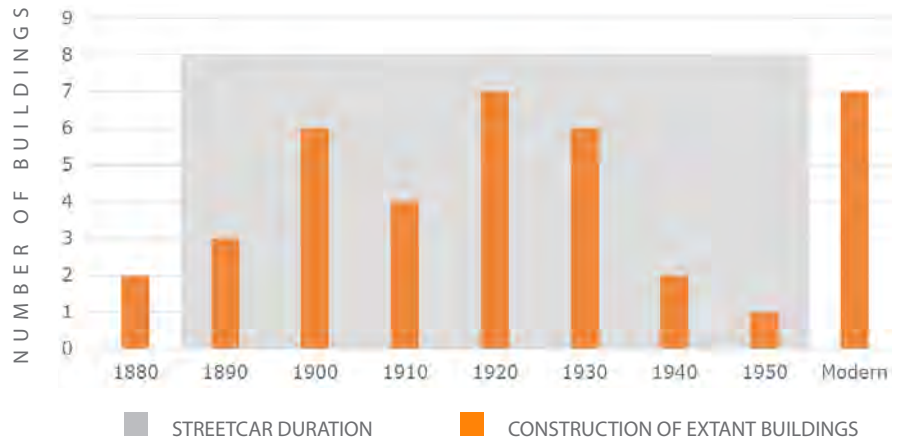
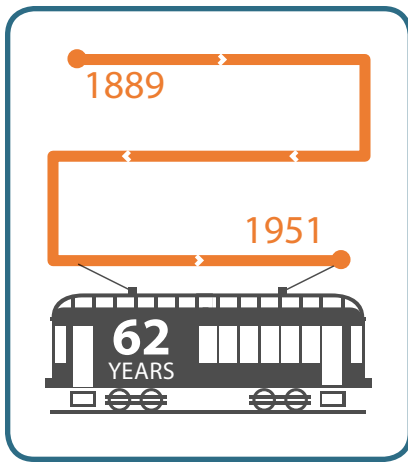
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth from 1885-1941
Density at Peak	Sparse, Double Loaded Street
Turnover	Replacement, Commercialization and Residential Infill
Current Density	75% Decrease - Buildings and Parking Lots

CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	Complete Streetcar Corridor Transitioning to Automobile Corridor
Preservation Status	Included in 2005 South Omaha Survey; St. Martin of Tours Episcopal Church (NR and LL)
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD and GC

SPRING LAKE



South 24th Street looking west between "H" and "I" Streets



KEY

	Contributing Structure/ Active Resource		Existing LHD		Existing Local Landmark		Inventoried in Previous Survey	SCALE 1:4800
	Non-Contributing Property		Existing NRHD		Existing National Register			



South 20th Street and Missouri Avenue looking east

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	134'
Lot Characteristics	North - Medium End Grain; South - Fine End Grain
Service Access	Both Sides Parallel to N 20th St and South Side of Missouri Ave

PHYSICAL CHARACTERISTICS

Active Resources	1
Physical Integrity	Reversible and Irreversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Bowling Alley
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 2 Part Commercial Blocks

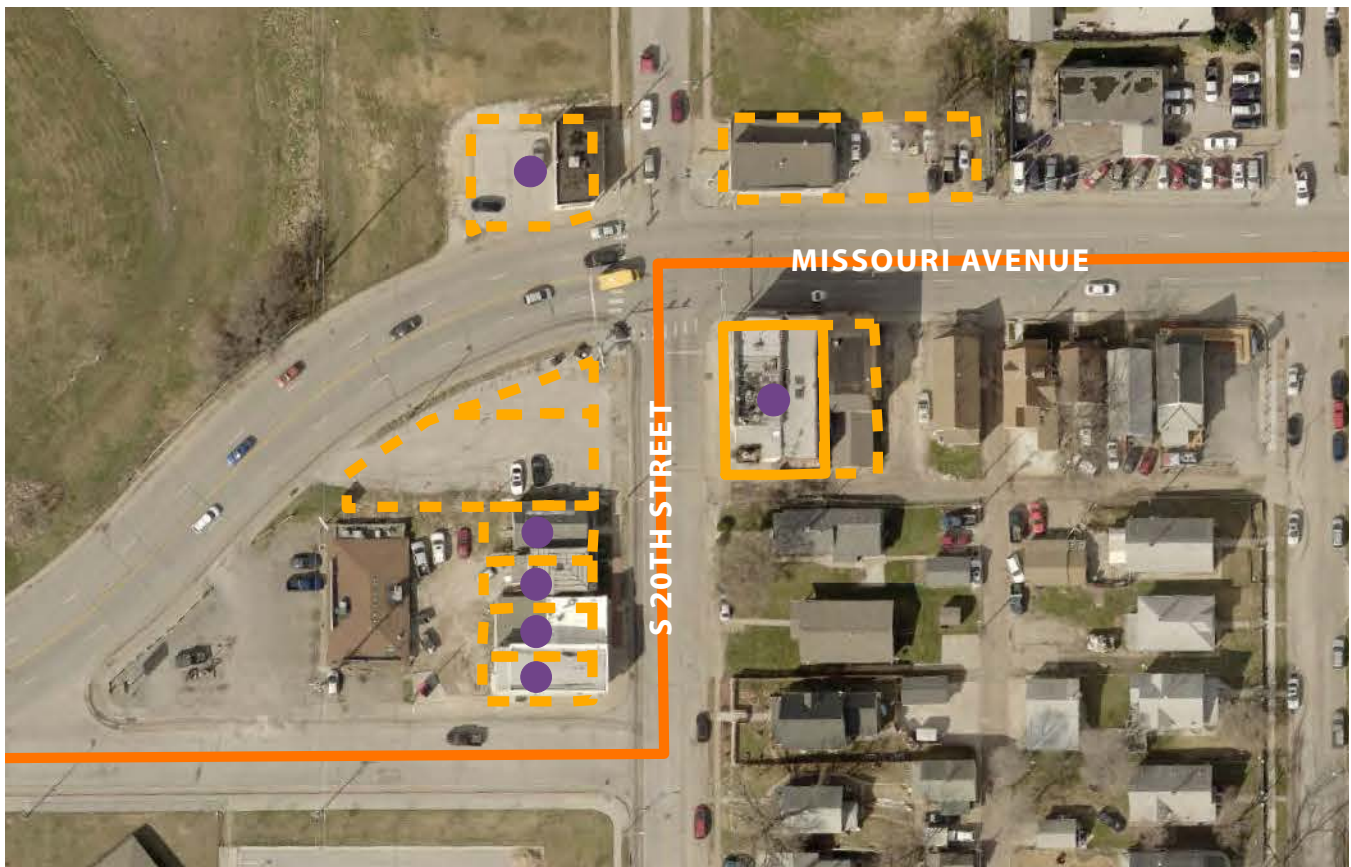
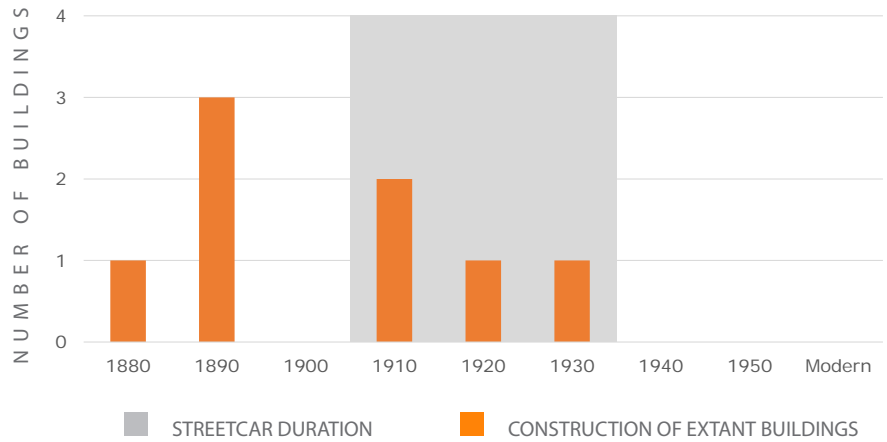
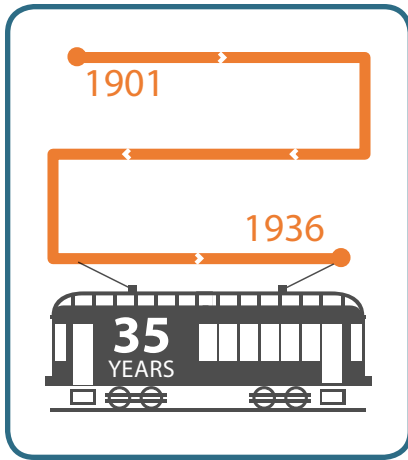
DEVELOPMENT ACTIVITY

Construction Boom	1887 - 1898; 1910 - 1920
Density at Peak	Sparse, Double Loaded Street
Turnover	Maintained
Current Density	25% Decrease - Now Parking Lots

CURRENT EVALUATION

Feeling and Association	Weak - 6
Historic Significance	An At-Peak, Small Streetcar Commercial Node
Preservation Status	Included in 2005 South Omaha Survey; Overlaps Rail and Commerce NRHD
Planning Status	Traditional Omaha Zoning Code: GC

COLLIN FIELD



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:1200





South 24th Street looking east between "L" and "M" Streets

LAND DEVELOPMENT

Right of Way Width	100'
Average Block Length	407'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Parallel to S 24th St

PHYSICAL CHARACTERISTICS

Active Resources	49
Physical Integrity	Varies
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Historic Neighborhood Center
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Landscaping / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks; 4 Enframed Window Walls

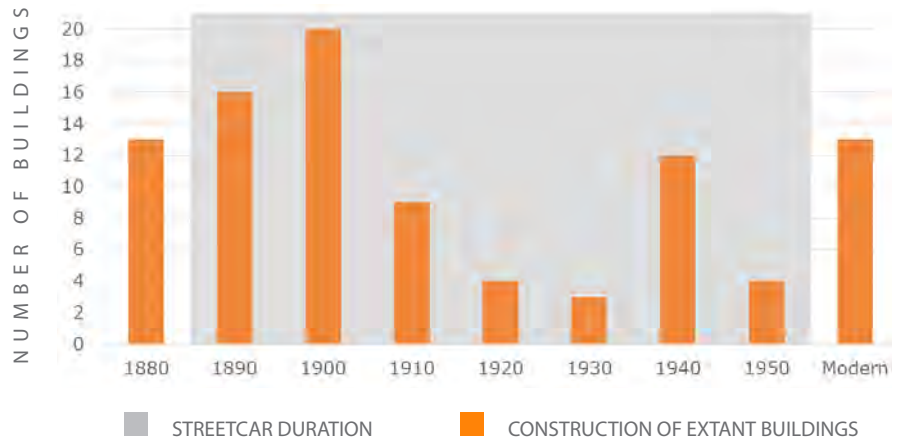
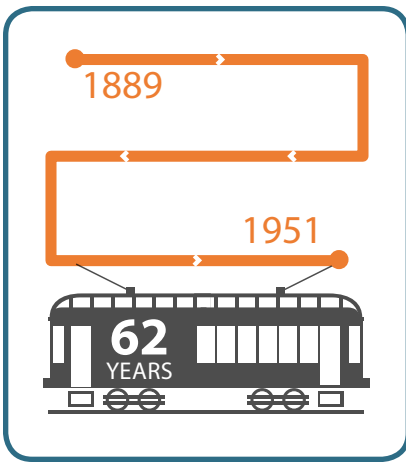
DEVELOPMENT ACTIVITY

Construction Boom	Steady Growth Except From 1924 - 1933
Density at Peak	Dense, Double Loaded Street
Turnover	All Types
Current Density	20% Decrease - Now Empty Lots and Parking

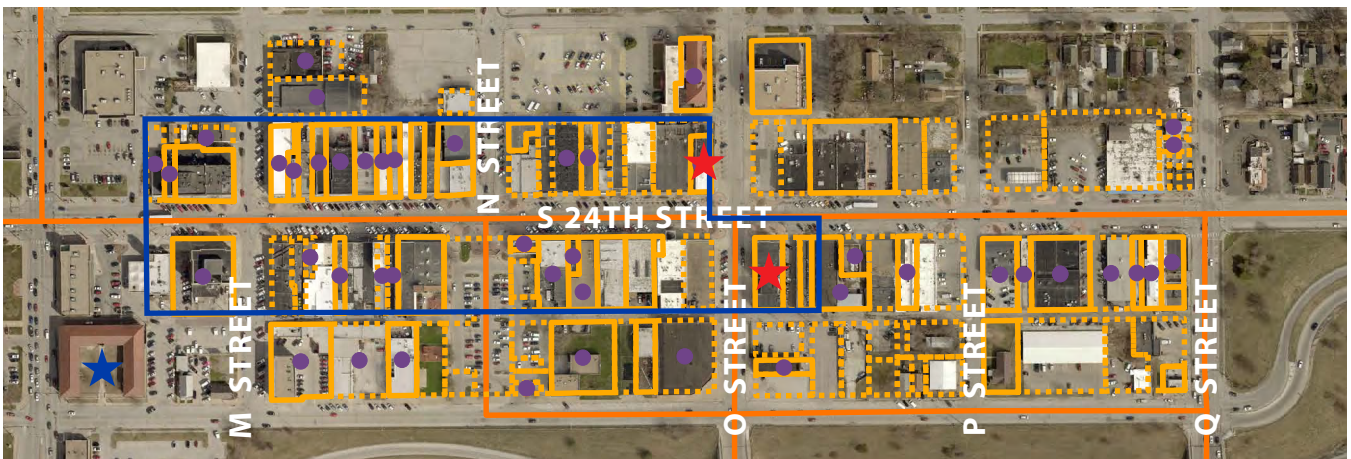
CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	A Separate Town Annexed by Omaha; Stockyards
Preservation Status	Included in 2005 South Omaha Survey; South Omaha Mainstreet HD, 2 Local Landmarks
Planning Status	Urban Design Overlay: ACI-1 with Traditional Omaha Zoning: NBD, GI

SOUTH 24TH STREET



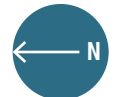
South 24th Street looking southeast between "M" and "N" Streets



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800





"L" Street looking southwest from 40th Street

LAND DEVELOPMENT

Right of Way Width	66'
Average Block Length	475'
Lot Characteristics	North - Medium Face Grain; South - Fine End Grain
Service Access	South Side Parallel to "L" Street

PHYSICAL CHARACTERISTICS

Active Resources	3
Physical Integrity	Reversible and Irreversible
Physical Condition	Fair
Historic Common Building Use	Stores
Historic Neighborhood Draw	Packing Plants
Current Uses	Commercial
Typical Height	2 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	Typically 2 Part Commercial Blocks; 1 House w/ Commercial Addition; 1 False Front

DEVELOPMENT ACTIVITY

Construction Boom	1910*; 1920 - 1930
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization
Current Density	Maintained

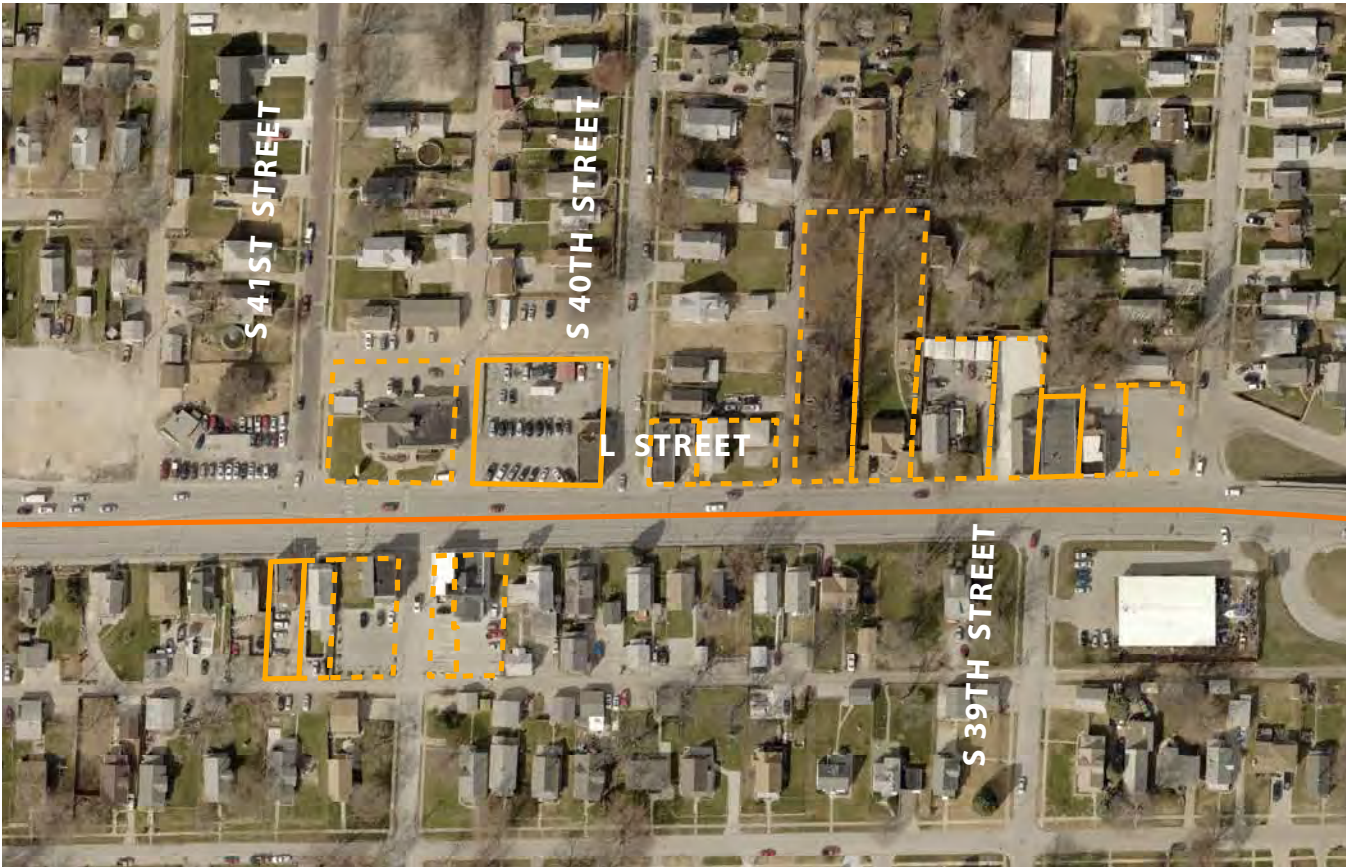
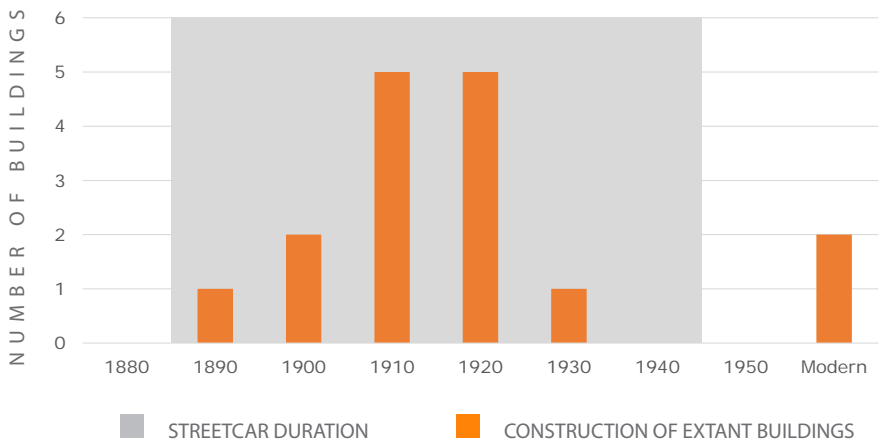
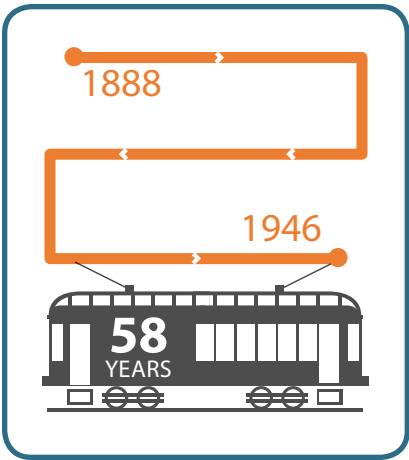
CURRENT EVALUATION

Feeling and Association	Sufficient - 3
Historic Significance	Early Streetcar Corridor Transitioned to Auto Corridor
Preservation Status	None
Planning Status	Traditional Omaha Zoning Code: GC

HITCHCOCK PARK



S12



KEY

Contributing Structure/ Active Resource

Existing LHD

Existing Local Landmark

Inventoried in Previous Survey

Existing NRHD

Existing National Register

SCALE 1:2400
N

Non-Contributing Property

*Pacific and S 10th Streets looking north towards Mason Street***LAND DEVELOPMENT**

Right of Way Width	66'
Average Block Length	417'
Lot Characteristics	North - Large End Grain; South - Medium End Grain
Service Access	South Side Parallel to Q St

PHYSICAL CHARACTERISTICS

Active Resources	7
Physical Integrity	Changes are within the Streetcar Period or Reversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Taverns, Boarding Houses
Current Uses	Commercial
Typical Height	1 and 2 Story
Street/Sidewalk Relationship	Sidewalk / Street
Form Notes	1 and 2 Part Commercial Blocks

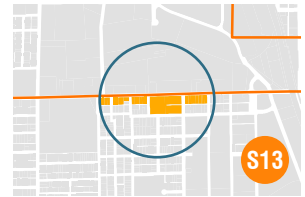
DEVELOPMENT ACTIVITY

Construction Boom	1890; 1926 - 1934
Density at Peak	Sparse, Single Loaded Street
Turnover	Commercialization and Expansion
Current Density	50% Decrease - Now Empty Lots and Parking

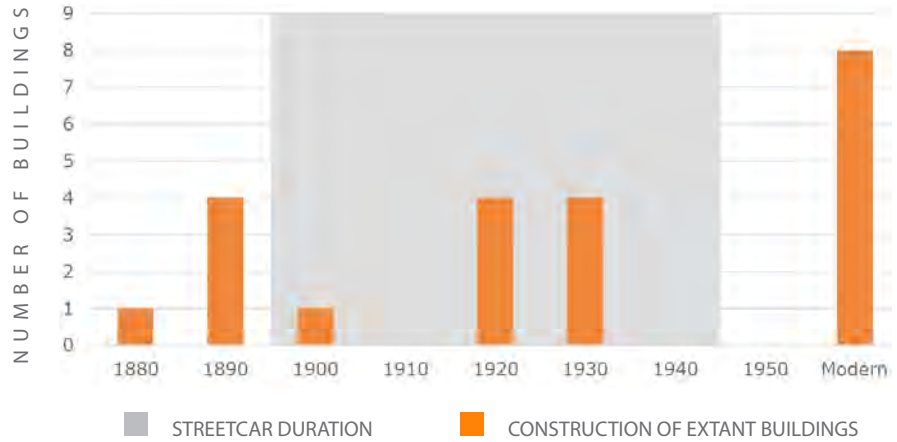
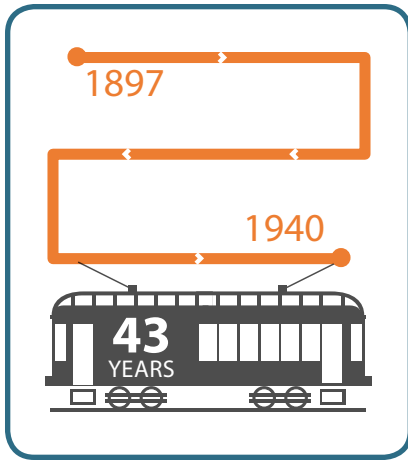
CURRENT EVALUATION

Feeling and Association	Sufficient - 4
Historic Significance	At-Peak Streetcar Corridor Transitioning to Auto Corridor
Preservation Status	None
Planning Status	Traditional Omaha Zoning Code: GC, GI and R7

ST. MARY'S



S13



KEY

- | | | | | | | | |
|--|--|--|------------------|--|-------------------------------|--|-----------------------------------|
| | Contributing Structure/
Active Resource | | Existing
LHD | | Existing
Local Landmark | | Inventoried in
Previous Survey |
| | Non-Contributing
Property | | Existing
NRHD | | Existing
National Register | | |

SCALE 1:4800



*"Q" Street looking southeast between 39th Avenue and 39th Street***LAND DEVELOPMENT**

Right of Way Width	66'
Average Block Length	259'
Lot Characteristics	Medium End Grain
Service Access	Both Sides Parallel to Q Street

PHYSICAL CHARACTERISTICS

Active Resources	4
Physical Integrity	Changes are within the Streetcar Period, Sympathetic or Irreversible
Physical Condition	Good
Historic Common Building Use	Stores
Historic Neighborhood Draw	Tavern
Current Uses	Commercial
Typical Height	1 Story
Street/Sidewalk Relationship	Sidewalk / Parking / Street
Form Notes	Typically 1 and 2 Part Commercial Blocks

DEVELOPMENT ACTIVITY

Construction Boom	1920 - 1932
Density at Peak	Sparse, Double Loaded Street
Turnover	Commercialization
Current Density	25% Decrease - Now Parking

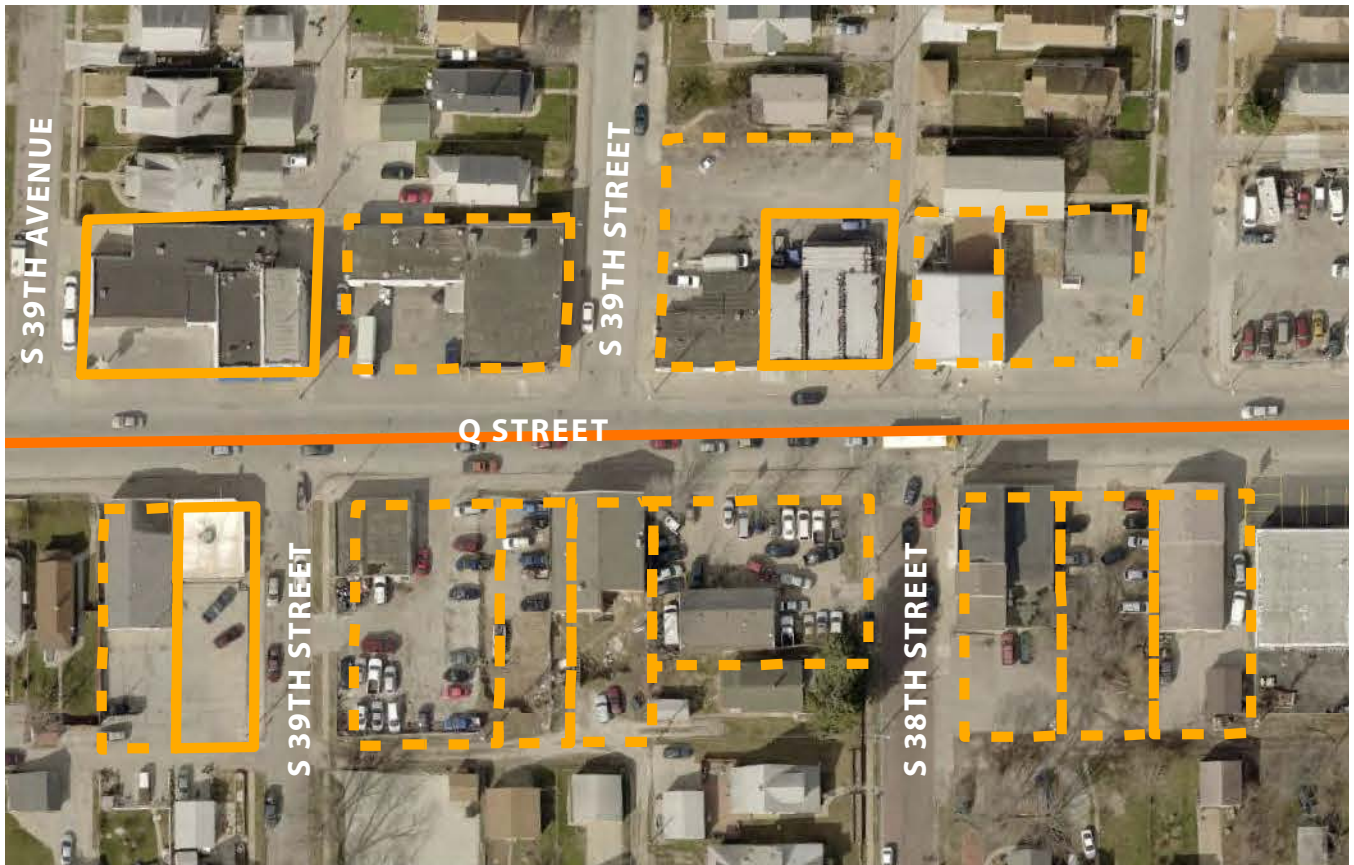
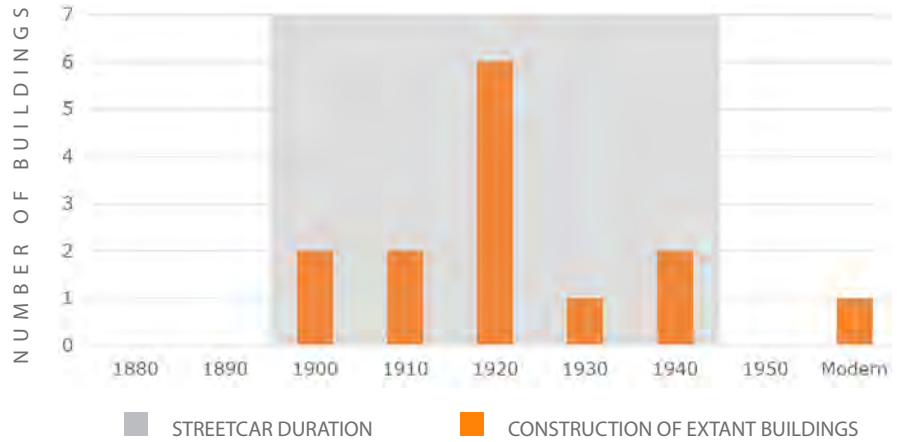
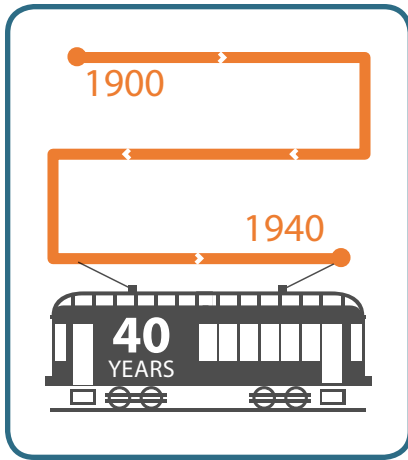
CURRENT EVALUATION

Feeling and Association	Strong - 2
Historic Significance	Complete Streetcar Corridor, Highlighting Peak
Preservation Status	None
Planning Status	Traditional Omaha Zoning Code: GC

CHRISTIE HEIGHTS PARK



S14



KEY

- | | | | | |
|--|---------------|----------------------------|--------------------------------|-------------------------|
| Contributing Structure/Active Resource | Existing LHD | Existing Local Landmark | Inventoried in Previous Survey | SCALE 1:2400
 |
| Non-Contributing Property | Existing NRHD | Existing National Register | | |



CHAPTER 4: RECOMMENDATIONS

As stated in Chapter 1 of this document, the object of this survey, analysis and report was to identify historic resources associated with the land development pattern and buildings influenced by the historic streetcar and its role in community development. Specific emphasis was placed on the history and development of neighborhood commercial centers along the streetcar route.

This survey provides a rational methodology defining what constitutes a neighborhood commercial center. The notion of a neighborhood commercial center is a modern term applied retroactively to a more haphazard and opportunistic pattern of land development that often occurred without the intent to create a dense cluster of buildings. While dense clusters did occur in some cases, they clearly did not in others. Much of the development associated with the streetcar occurred before Omaha adopted a zoning code in 1924. The survey methodology was applied to the entire historic streetcar route. Historic resources that were considered notable were organized into districts which vary widely in character, association and context. In all, 44 districts were identified.

All of the noted historic resources in this report exist within a modern land use and regulatory scheme, which affects their classification in terms of the viability for use, rehabilitation and or protection. The recommendations of this section includes both traditional preservation actions, along with planning, zoning and economic development actions, reflecting emerging techniques in Omaha and the nation to preserve historic assets. The **main purpose of these recommendations is to encourage policies and regulations that allow for the protection of the historic resources** through a variety of means available to the City.

PRESERVATION ACTIONS

National Register of Historic Places (NRHP)

Historic resources meeting standards for physical integrity, historic significance, and age can receive preservation status by being listed on the National Register of Historic Places. This requires providing the means to research and prepare an application to the National Park Service. Achieving **National Register Status is a prerequisite for receiving historic tax credit rehabilitation incentives** from the federal government. Under this scenario, tax credit rehabilitation projects are required to conform to the Secretary of the Interior's Standards for Rehabilitation. In many cases projects qualifying for federal tax credits also qualifies a project for Nebraska Historic Tax Credits (NHTC), adding additional incentives.

Historic resources can be listed as individual properties or as contributing to a historic district. It is recommended that more than 75% of the buildings within a district are contributing to its history and character. Then, to be listed, at least 50% of the property owners must agree to the listing. Buildings contributing to a district may meet lower standards of integrity than those which are to be individually listed.

Although National Register designation incentivizes the proper treatment of historic buildings and their protection through rehabilitation, such buildings can be subjected to damaging alterations or demolition if not held to the terms of historic tax credits review process. **NRHP status does not guarantee the protection of historic assets, it only incentivizes proper treatment.**

Local Landmark Designation

The Local Landmark designation differs greatly from the National Register status. Local landmarks are subject to the Landmark Heritage Preservation ordinance adopted by the City of Omaha. All treatment of locally listed buildings and or buildings contributing to a local Landmark Heritage District (LHD) are required to receive approval for the scope of work by the Landmarks Heritage Preservation Commission (LHPC). This requirement is for approval of all actions taken upon historic buildings and **provides the highest form of protection which generally conforms to the Secretary of the Interior's Standards for Rehabilitation, but not necessarily.**

A building or area that includes the Local Landmark or NCE-H designation (see below) can still qualify for the NHTC program, although these buildings would not qualify for the federal tax incentives. This provides an alternate means to incentivize the proper rehabilitation of historic resources at the State level.

Other Considerations

The historic survey provided by this document establishes a framework for assessing historic resource within a confined area. As with all surveys, not all buildings within the study area meet the criteria of the frame work, historic context or period of significance. Resources falling outside of the survey framework should not be considered irrelevant to preservation objectives or ineligible for some form of preservation status. In many cases, **a different framework or preservation narrative can serve to place the resources left outside of one survey in the relevant historic context for another survey at a later date.**

PLANNING & ECONOMIC DEVELOPMENT ACTIONS

Land Use Master Plan

Policies regarding the size and location of mixed-use districts in east Omaha and promulgated in the Land Use Element of the Omaha Master Plan were created during the 1990's. During that time, demand for redevelopment of streetcar era neighborhood commercial centers was minimal as most development and investment activity was occurring in western parts of the City. The economic downturn and recession starting in 2007 began an era of unprecedented development and demand for rehabilitation of existing commercial and housing properties in eastern Omaha. As a result, several of the streetcar era commercial centers have come to life with new business and investment activity. New construction is common in and around these commercial centers. Most notably the Dundee, Blackstone and Benson districts have seen strong growth.

One of the purposes of undertaking this ILS is to identify streetcar era commercial centers that could benefit from more favorable policies for growth and development. This would include making adjustments to the size and location of existing mixed-use boundaries and the creation of new mixed-use areas that can support the preservation and enhancement of these commercial centers. The **Land Use Element of the Omaha Master Plan should be amended to allow for the growth and development of the streetcar era neighborhood commercial centers** and surrounding areas.

Transportation Master Plan

All of the study areas are associated with a segment of public street that varies in design, size, condition and traffic volume. The design of the public way can either support or detract from the growth and development of each area. Recently, the City of Omaha adopted a “Complete Streets” policy concerning the design and treatment of streets to assure that they accommodate various users and contexts rather than only accommodating automobile users.

The engineering and design of public right-of-ways within the study areas should prioritize pedestrian activity.

The design of streets and sidewalks should establish pedestrian safety as paramount through such methods by reducing vehicle speeds and incorporating a “complete street” design methodology appropriate to a “main street” environment and reminiscent of its historic streetscape.

Neighborhood Conservation/Enhancement District (NCE)

The NCE zoning tool is a flexible zoning method that allows for the creation of a set of regulations that are unique to the circumstances of individual districts of any kind. It has been used most recently by the City of Omaha to incorporate standards for the treatment of historic buildings within a National Register Historic District for the Vinton Street commercial area. Under the Vinton Street NCE, the preservation standards resulted from the general consensus of the affected property owners. Some of the NCE standards are equal to the Secretary of Interior’s standards while some include slight reduction to national standards depending on the consensus. Because it is relatively clear-cut, review and approval of the preservation standards follows the typical building permit application process without review by the Landmarks Heritage Preservation Commission.

The **use of an NCE that includes standards for the treatment of historic buildings offers an alternative method for preservation of historic assets.** This method is considered by many to be less onerous and more likely to be adopted than a Local Landmark designation and its associated approval process.

Tax Increment Financing Policy

Tax Increment Financing (TIF) is a local revitalization tool used by the City of Omaha. With TIF, a developer can secure a loan for 15 years which is paid by the deferred increase of property taxes after a rehabilitation is completed. TIF can only be used for certain “eligible expenses”, one of which is the rehabilitation of existing buildings. The City can determine the policies regarding how TIF is used. One economic action that can be undertaken is to **change TIF policy to ensure that it is not to be used to demolish buildings or infrastructure that are contributing to the character, feeling and association of the streetcar era commercial centers.**

In addition to restricting the use of TIF for demolition, **the City should adopt Preservation Guidelines for use with TIF projects that are affecting historic buildings** and or contributing buildings within the streetcar commercial centers.

Not all areas of the City are eligible for TIF. TIF can only be used in areas that have undergone an economic analysis to determine if the incentives are necessary. Areas deemed suitable for TIF are designated as Community Redevelopment Areas (CRA). The **City should undertake the required analysis to determine whether the CRA boundaries can be expanded to include streetcar era neighborhood commercial centers** that are currently excluded.

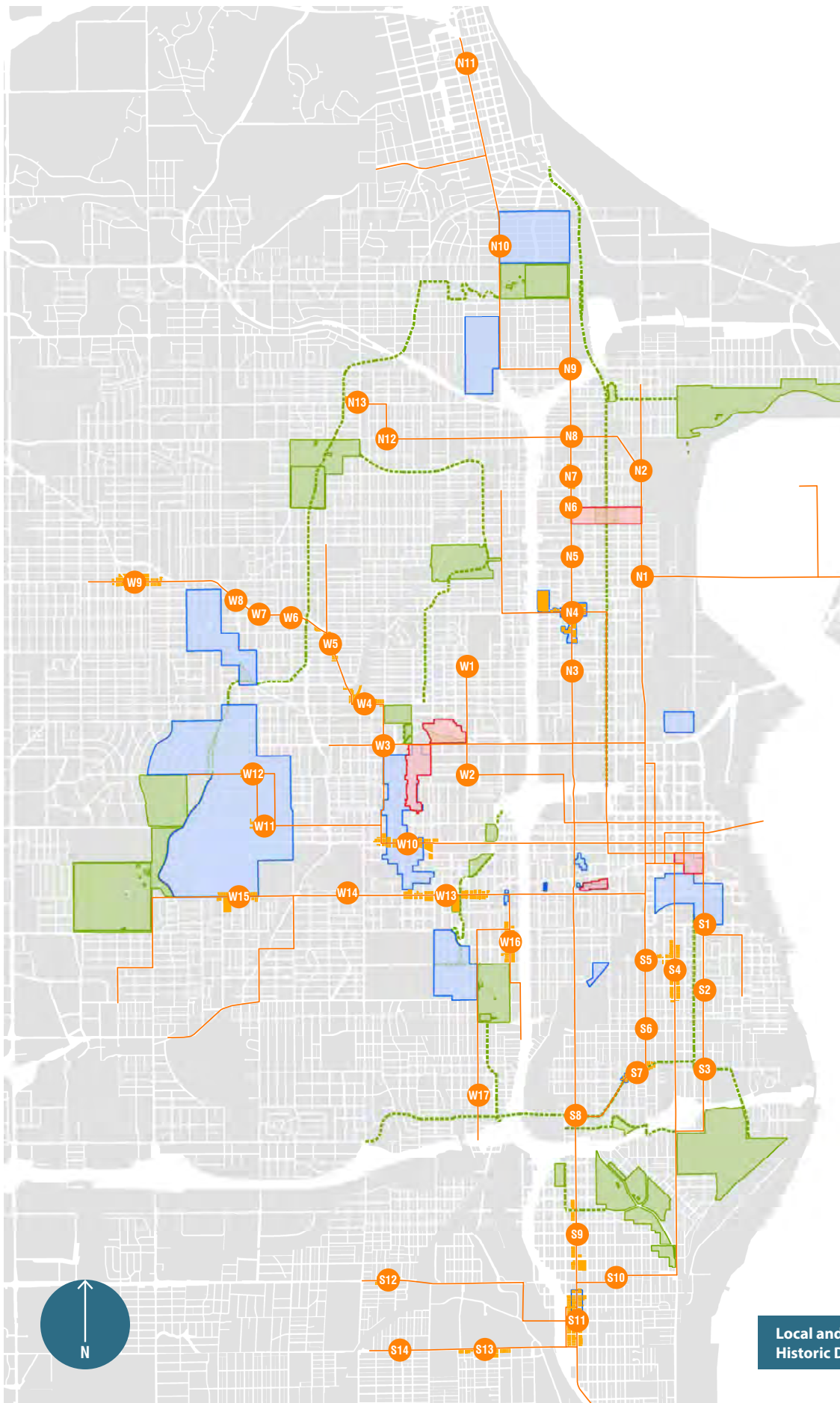
Urban Design Zoning Overlay

The Omaha zoning code includes a section that is intended to supplement and “overlay” the default zoning provisions provided by the zoning code. These urban design provisions address conditions such as building placement, ground floor transparency, building materials and overall quality of the building design. The range and degree of impact varies depending on the context. In its most “urban” application the overlay promotes a form of development suitable to traditional main street settings by conforming to the Area of Civic Importance zoning (ACI-1). **Applying the ACI-1 overlay to the historic streetcar era neighborhood commercial centers will ensure that all new construction generally supports and strengthens the area** by providing compatible new development. The use of urban design zoning does not address treatment for historic buildings or prevent their demolition and can only influence the design of new buildings.

NOTES ON PRESERVATION GUIDELINES

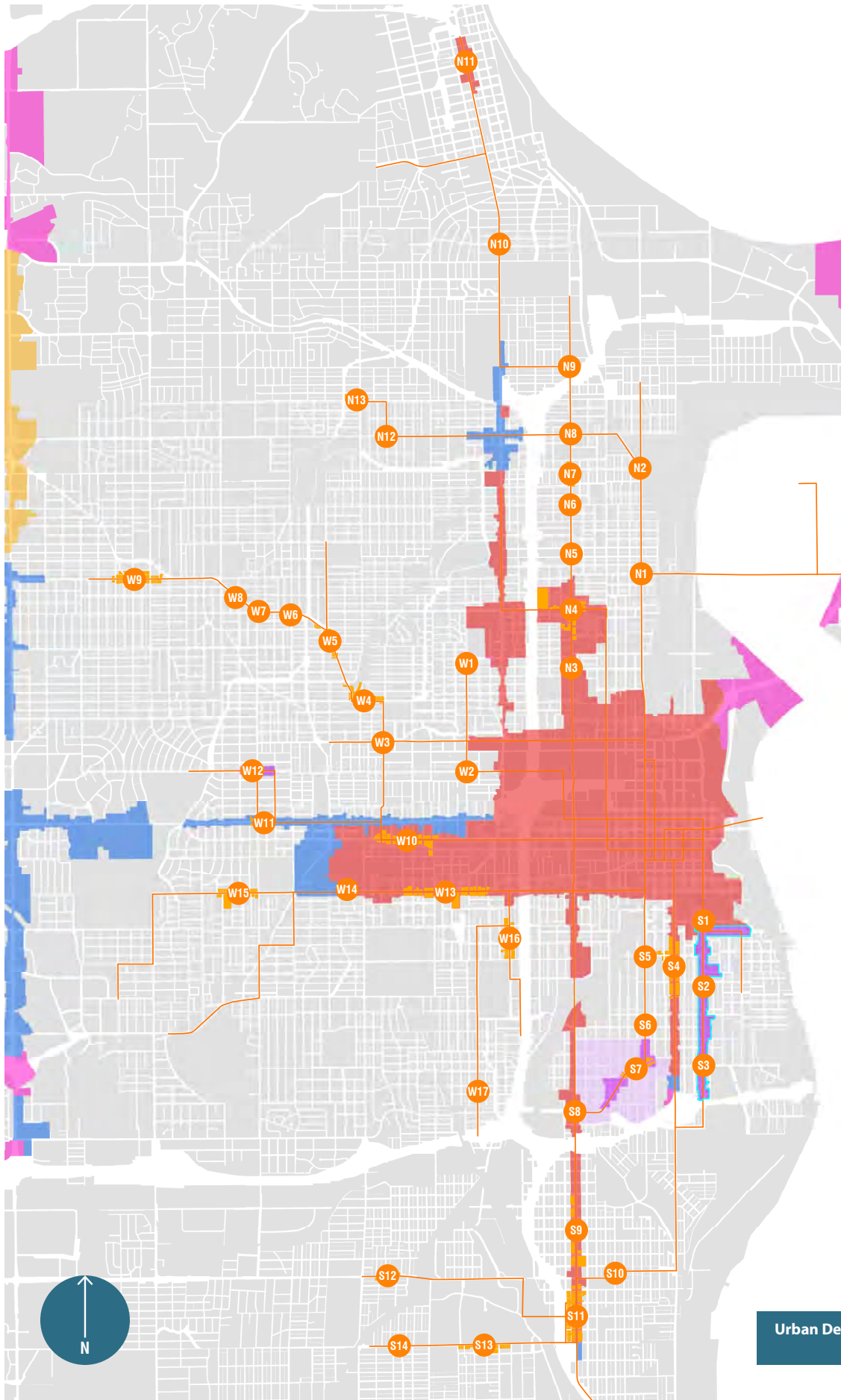
The effects of listing and the incorporation of design guidelines have been the subject of a significant number of economic studies in the last decade. According to Donovan Rypkema, a widely respected specialist in the field of preservation economics, “the results of these studies are remarkably consistent: property values in local historic districts appreciate significantly faster than the market as a whole in the vast majority of cases and appreciates at rates equivalent to the market in the worst case.” Further, “newer properties within historic districts benefit just as much as older properties.”

Ideally, preservation guidelines could regulate several things. At an individual building level, they could regulate alterations in exterior appearance. This would include changes to the details that create a building's character, such as exterior façade materials and windows. They could also address changes to the overall massing and scale of each building and the design of the streetscape.



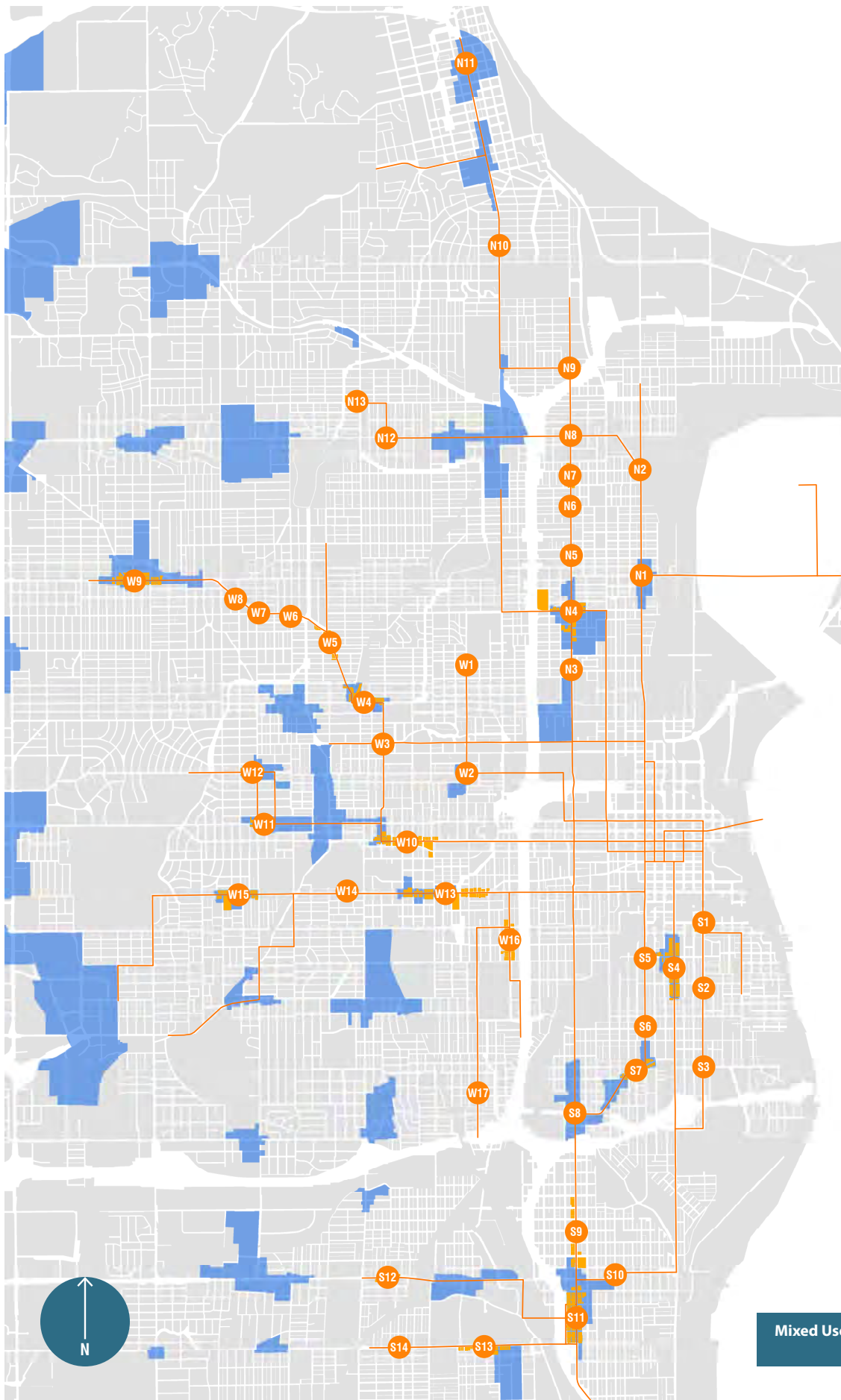
Omaha has over 180 properties listed on the National Register of Historic Places and a total of 19 National Register Historic Districts. In addition it has over 110 properties designated as Local Landmarks and a total of 6 Landmark Heritage Districts. This map shows the Local and National districts east of 72nd Street

**Local and National
Historic Districts**



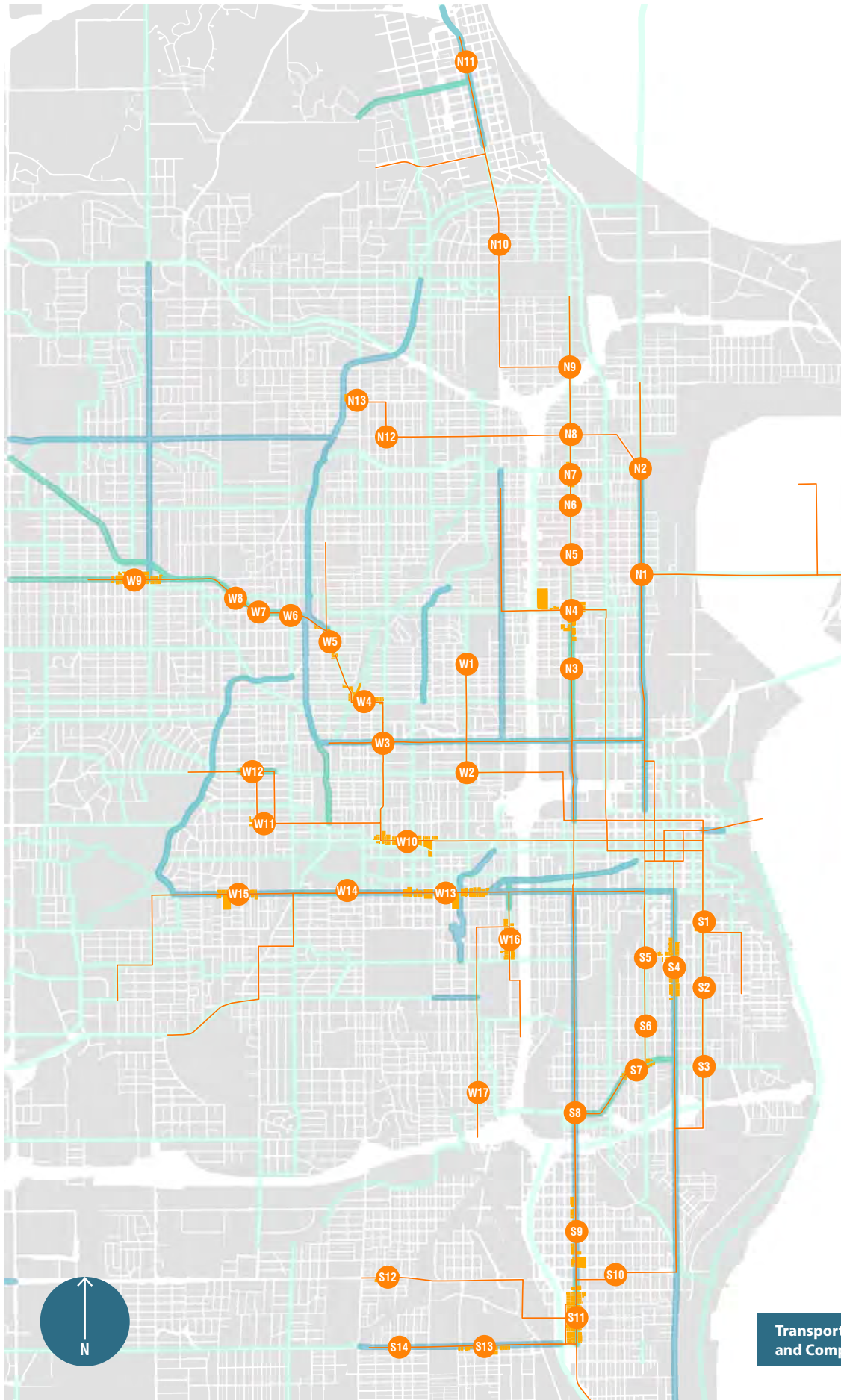
Included in Omaha's Urban Design Overlay Districts are Areas of Civic Importance (ACI), Neighborhood Conservation/Enhancement (NCE), and Major Commercial Corridors (MCC). This map shows the current and proposed ACIs and NCEs east of 72nd Street.

Urban Design Areas



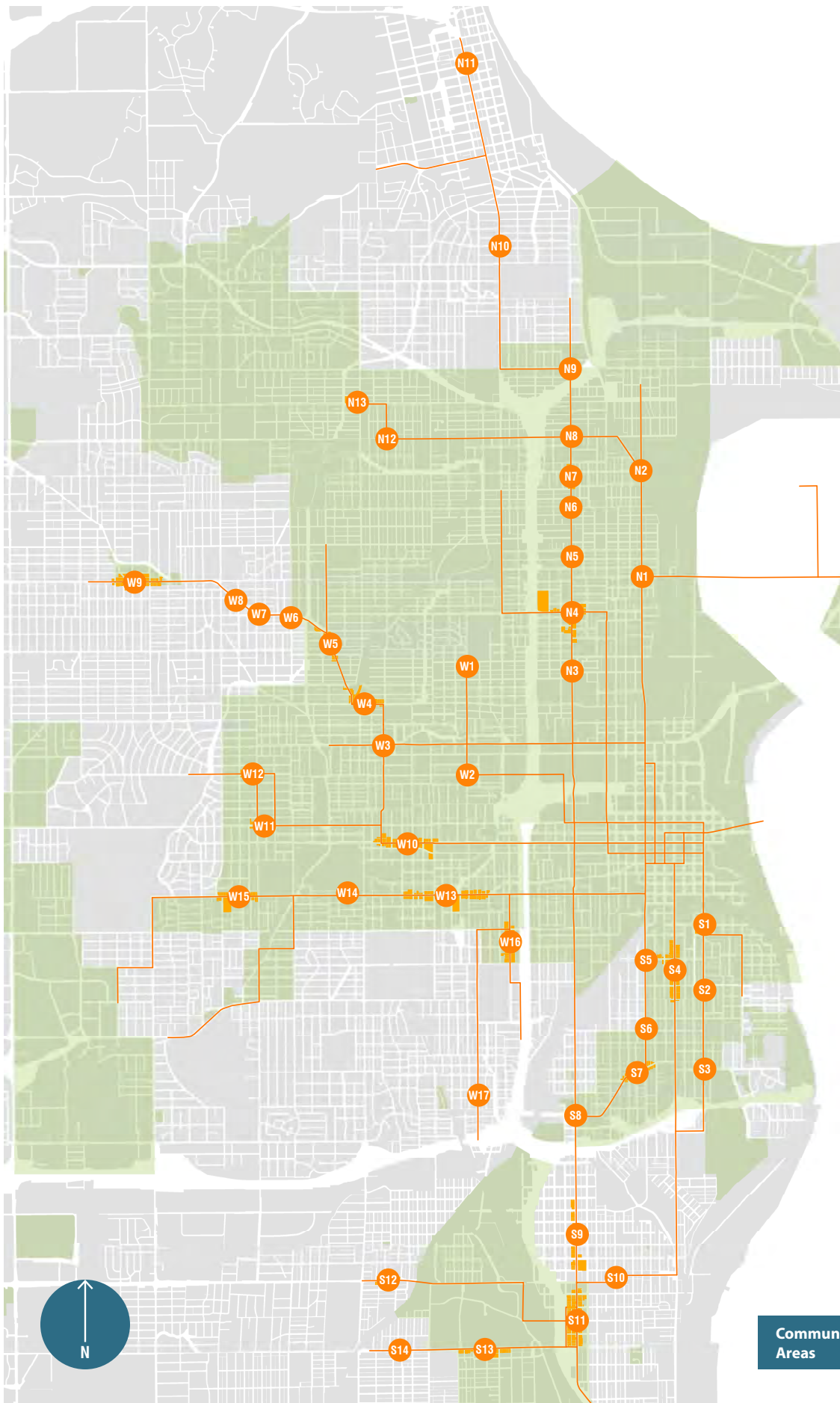
As part of the Master Plan's Future Land Use Element and Map, Omaha has hundreds of areas designated by Mixed-Use Boundaries. This map shows the current Mixed-Use Boundaries east of 72nd Street.

Mixed Use Boundaries



A variety of street and trail projects are identified in the Transportation Master Plan and other regional plans. This map identifies a variety of proposed projects including Complete Streets and Pedestrian Streetscapes.

Transportation Master Plan
and Complete Streets Areas



Areas deemed suitable for TIF are designated as Community Redevelopment Areas (CRA). This map shows the current boundaries of the CRA.

Community Redevelopment Areas

SUMMARY AND KEY FOR THE DISTRICT STATUS AND RECOMMENDATION TABLE

Preservation Actions

NA	From both planning and preservation perspectives, a study area may meet the highest level of protection available and no action is required .
NRHD	Provide financial resources necessary to nominate the area as a National Register Historic District as a means to incentivize rehabilitation of historic resources.
LHD	Evaluate and consider implementing a local Landmark Heritage District as a means to assure protection of historic resources through state tax incentives and local regulatory protection.
IND-NR/LL	Provide financial resources necessary to nominate the recommended individual properties to the National Register or as a Local Landmark as a means to incentivize rehabilitation of historic resources.
OTHER	Consider additional research to assess the historic resources in the study area to provide a historical framework outside of the streetcar commercial center narrative.

Planning and Economic Development Actions

LU-EX	The Land Use Element of the Omaha Master Plan, including the Future Land Use Map, should be amended to expand the existing Mixed-Use Boundary and associated future land uses, if necessary, to support the growth and utilization of the streetcar era commercial center.
LU-NEW	The Land Use Element of the Omaha Master Plan, including the Future Land Use Map, should be amended to create a new Mixed-Use Boundary and associated future land uses to support the growth and utilization of the streetcar era commercial center.
NCE-H	Evaluate and consider implementing a Neighborhood Conservation/Enhancement district with a preservation component as a means to assure protection of historic resources through state tax incentives and local regulatory protection (re: Vinton Street NCE).
ACI-1	The City should apply the ACI-1 urban design overlay to ensure that new development is compatible with a pedestrian oriented/main street environment.
CRA	City should undertake the required analysis to determine whether the Community Redevelopment Area boundaries can be expanded to include streetcar era neighborhood commercial center.
CS	The engineering and design of public right-of-ways within the study areas should prioritize pedestrian activity by utilizing a “complete street” design methodology appropriate to a main street environment. Feasibility and schematic design plans should be prepared for designated study areas.

Policy Actions

- *TIF-D The City should evaluate **amending TIF policy to ensure it is not used to demolish buildings or infrastructure that are contributing to the character, feeling and association of the streetcar era commercial centers.** This would be similar to a Section 106 review required for all federal funding but performed at the local level.
- *TIF-G The City evaluate **amending TIF policy to adopt Preservation Guidelines** when TIF is use with projects that are affecting historic buildings and or contributing buildings within the streetcar commercial centers.

Status Abbreviations

MU	Within the Mixed-Use Boundary of the Future Land Use Map
P-MU	Partially within the Mixed-Use Boundary of the Future Land Use Map
NON-MU	Not within the Mixed-Use Boundary of the Future Land Use Map
CRA	Within a Community Redevelopment Area
P-CRA	Partially within a Community Redevelopment Area
NON-CRA	Not within a Community Redevelopment Area
NRHD	Within a National Register Historic District
P-NRHD	Partially within a National Register Historic District
NRHD-EX	Expand existing National Register Historic District

*This is a general policy action that applies to all study areas.

DISTRICT STATUS AND RECOMMENDATION TABLE

The District Status and Recommendation Table organizes the study areas into five groups based primarily on the level of historic value and protection provided. Each study area is then given a unique set of recommendations that align with the group status needs and protection level.

Group A: No Action Required (NA)

One study area has been previously listed as a National Register District and is currently protected by an NCE zoning code that includes regulations for the treatment of historic buildings. From both planning and preservation perspectives, this area meets the highest level of protection available.

Group B: Candidates for Regulatory Protection ((NRHD) NCE-H or LHD)

This group of districts all reside either entirely or partially within a National Register Historic District. Although the National Register designation provides the highest form of status, it provides no protection for historic buildings. The areas do, however, reside with an urban design districts either actual or planned by means of an Urban Design overlay. This zoning overlay provides regulations that will ensure new development will be compatible with the existing historic context, but does not include provisions for existing historic buildings. Therefore, these areas are candidates for receiving regulatory protection addressing treatment of historic buildings through the means of an NCE or a Landmark Heritage District. Standards for rehabilitation can be calibrated to each district and may be equal to or less restrictive than the Secretary of Interior's Standards for Preservation.

Group C: Candidates for National Register Historic District + Regulatory Protection (NRHD + NCE-H or LHD)

This group of study areas has maintained a similar degree of density as they had during their peak period, meaning they had a strong feeling and association with some aspect of the streetcar system, and therefore, they could convey historic significance. Additionally, they were not previously listed on the NRHP. These areas should be nominated to the National Register of Historic Places in addition to providing regulatory protection provided for Group B.

Group D: Candidates for Landmark Heritage District or Neighborhood Conservation/Enhancement District (NCE-H or LHD)

Most of these study areas have a greater decrease in density from their density at peak although some were not dense to begin with. All, however, still have a sufficient feeling and association with some aspect of the streetcar system that they could convey its historic significance. While these areas may not qualify for National Register status, they can achieve local status and protection through Local Landmark designation or by creating an NCE.

Group E: Area includes candidate buildings for individual listing (IND-NR/LL)

Within each of these study areas, only 1 or 2 resources have a sufficient feeling and association with some aspect of the streetcar system to convey its historic significance. These properties have been identified as candidates for individual National or Local designation for their association with the streetcar system depending on their current level of integrity.

Keynotes:

- 1 Recommended for NRHD for its association with the streetcar system, in addition to early settlement patterns.
- 2 Recommended for NRHD for its association with the streetcar system, in addition to ethnic heritage settlement patterns.
- 3 Recommended for NRHD for its association with the streetcar system, in addition to the early influence of automobiles.
- 4 Does not include provisions for the treatment of historic buildings.

HISTORIC STREETCAR CONTEXT STUDY AREAS	STATUS				RECOMMENDATIONS PLANNING, ECONOMIC DEVELOPMENT, & POLICY
	NRHD	URBAN DESIGN	LAND USE	COMMUNITY REDEVELOPMENT AREA	
GROUP A: NA					
S07 Vinton	P-NRHD	NCE-H	MU	CRA	NRHD-EX, CS
GROUP B: (NRHD) NCE-H/LHD					
N04 Jazz District	NRHD	ACI-1	P-MU	CRA	LU-EX, CS
S01 Forest Hill	P-NRHD	ACI-1/NCE ⁴	NON-MU	CRA	NRHD-EX, LU-NEW, CS
S11 S 24th St	P-NRHD	ACI-1	MU	CRA	NRHD-EX, CS
W10 Blackstone	P-NRHD	ACI-1	P-MU	CRA	NRHD-EX, LU-EX, CS
W11 Dundee Place	NRHD	ACI-2	MU	CRA	CS
W12 Dundee	NRHD	NCE ⁴	MU	CRA	CS
W15 Elmwood Park	P-NRHD		MU	CRA	NRHD-EX, ACI-1, CS
GROUP C: NRHD + NCE-H/LHD					
N01 Kountze Place			MU	CRA	ACI-1, CS
N07 Oak Chatham			NON-MU	CRA	ACI-1, LU-NEW, CS
N11 Florence ¹			MU	NON-CRA	ACI-1, CRA, CS
N13 Central Park			NON-MU	CRA	ACI-1, LU-NEW, CS
S04 Little Bohemia ²		ACI-1	MU	CRA	CS
W02 Gifford Park			MU	CRA	ACI-1, CS
W04 Orchard Hill			MU	CRA	ACI-1, CS
W05 Radial Hills			NON-MU	CRA	ACI-1, LU-NEW, CS
W06 Clairmont Heights			NON-MU	P-CRA	ACI-1, LU-NEW, CRA, CS
W09 Benson ¹			MU	P-CRA	ACI-1, CRA, CS
W13 Leavenworth Park ³		ACI-1	P-MU	CRA	LU-EX, CS
W14 Barleycorn ³		ACI-2	NON-MU	CRA	LU-NEW, CS
W16 Park Avenue			NON-MU	CRA	ACI-1, LU-NEW, CS
W17 Lo Sole Mio			NON-MU	NON-CRA	ACI-1, LU-NEW, CRA, CS
GROUP D: NCE-H/LHD					
N02 Boyd Park			NON-MU	CRA	ACI-1, LU-NEW, CS
N03 Long School		ACI-1	NON-MU	CRA	LU-EX, CS
N05 Goodwin's			NON-MU	CRA	ACI-1, LU-NEW, CS
N06 Manderson Market			NON-MU	CRA	ACI-1, LU-NEW, CS
N08 Smithfield			NON-MU	CRA	ACI-1, LU-NEW, CS
N09 Saratoga			NON-MU	CRA	ACI-1, LU-NEW, CS
N10 Miller Park			NON-MU	NON-CRA	ACI-1, CRA, CS
N12 Fontenelle Park			NON-MU	CRA	ACI-1, LU-NEW, CS
S02 Cascio's		NCE ⁴	MU	CRA	CS
S03 Bancroft Street Market		NCE ⁴	NON-MU	CRA	LU-EX, CS
S06 Roger's Addition			NON-MU	P-CRA	ACI-1, LU-NEW, CRA, CS
S09 Spring Lake		ACI-1	NON-MU	NON-CRA	LU-NEW, CRA, CS
S12 Hitchcock Park			NON-MU	NON-CRA	ACI-1, LU-NEW, CRA, CS
S13 St. Mary's			P-MU	CRA	ACI-1, LU-EX, CS
S14 Christie Heights Park			NON-MU	NON-CRA	ACI-1, LU-NEW, CRA, CS
W01 Prospect Hill			NON-MU	CRA	ACI-1, LU-NEW, CS
W03 Cathedral			NON-MU	CRA	ACI-1, LU-NEW, CS
W07 Metcalfe-Harrison			NON-MU	NON-CRA	ACI-1, LU-NEW, CRA, CS
W08 Country Club			NON-MU	NON-CRA	ACI-1, LU-NEW, CRA, CS
GROUP E: IND-NR/LL					
S05 Hartman's Addition			NON-MU	P-CRA	CRA, CS
S08 Deer Park		ACI-1	MU	P-CRA	CRA, CS
S10 Collin Field			NON-MU	NON-CRA	CRA, CS

GROUP A: NO ACTION REQUIRED (NA)

- S7 VINTON STREET**
Vinton and South 15th to Elm Streets

GROUP B: (NRHD) NCE-H / LHD

- N4 JAZZ DISTRICT**
North 24th and Lake Street
- S1 FOREST HILL**
South 10th and Mason to Pierce Streets
- S11 SOUTH 24TH STREET**
South 24th and L to Q Streets
- W10 BLACKSTONE**
North 40th and Farnam Street
- W11 DUNDEE PLACE**
North 49th and Dodge Street
- W12 DUNDEE**
North 50th and Underwood Avenue
- W15 ELMWOOD PARK**
Leavenworth and South 50th to 52nd Streets

GROUP C: NRHD + NCE-H / LHD

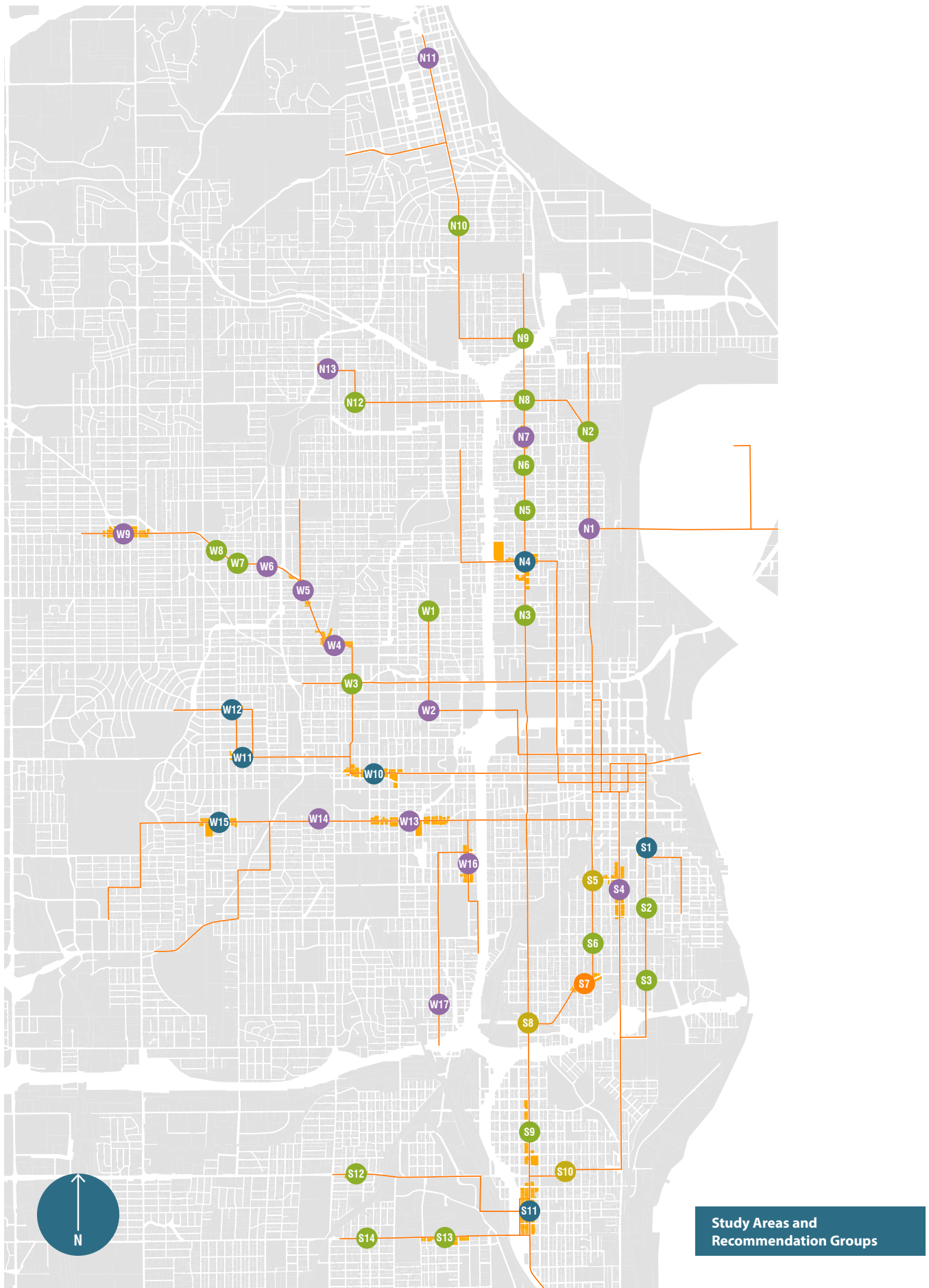
- N1 KOUNTZE PLACE**
North 16th and Corby to Binney Streets
- N7 OAK CHATHAM**
North 24th and Laird to Sahler Streets
- N11 FLORENCE**
North 30th and Willit to Clay Street
- N13 CENTRAL PARK**
North 42nd Street and Grand Avenue
- W2 GIFFORD PARK**
North 33rd and Cass to Webster Streets
- W4 ORCHARD HILL**
North 40th and Hamilton to Military Avenues
- W5 RADIAL HILLS**
North 45th and Military Ave to Decatur Street
- W6 CLAIRMONT HEIGHTS**
North 48th and Northwest Radial Highway
- W9 BENSON**
Maple Street and Military Avenue
- W13 LEAVENWORTH PARK**
Leavenworth and South 31st to 38th Streets
- W14 BARLEYCORN**
Leavenworth and South 43rd to 44th Streets
- W16 PARK AVENUE**
Park Avenue and Pacific St to Woolworth Ave
- W17 LO SOLE MIO**
South 32nd Ave and Oak to Frederick Streets
- S4 LITTLE BOHEMIA**
South 13th and Pierce to William Streets

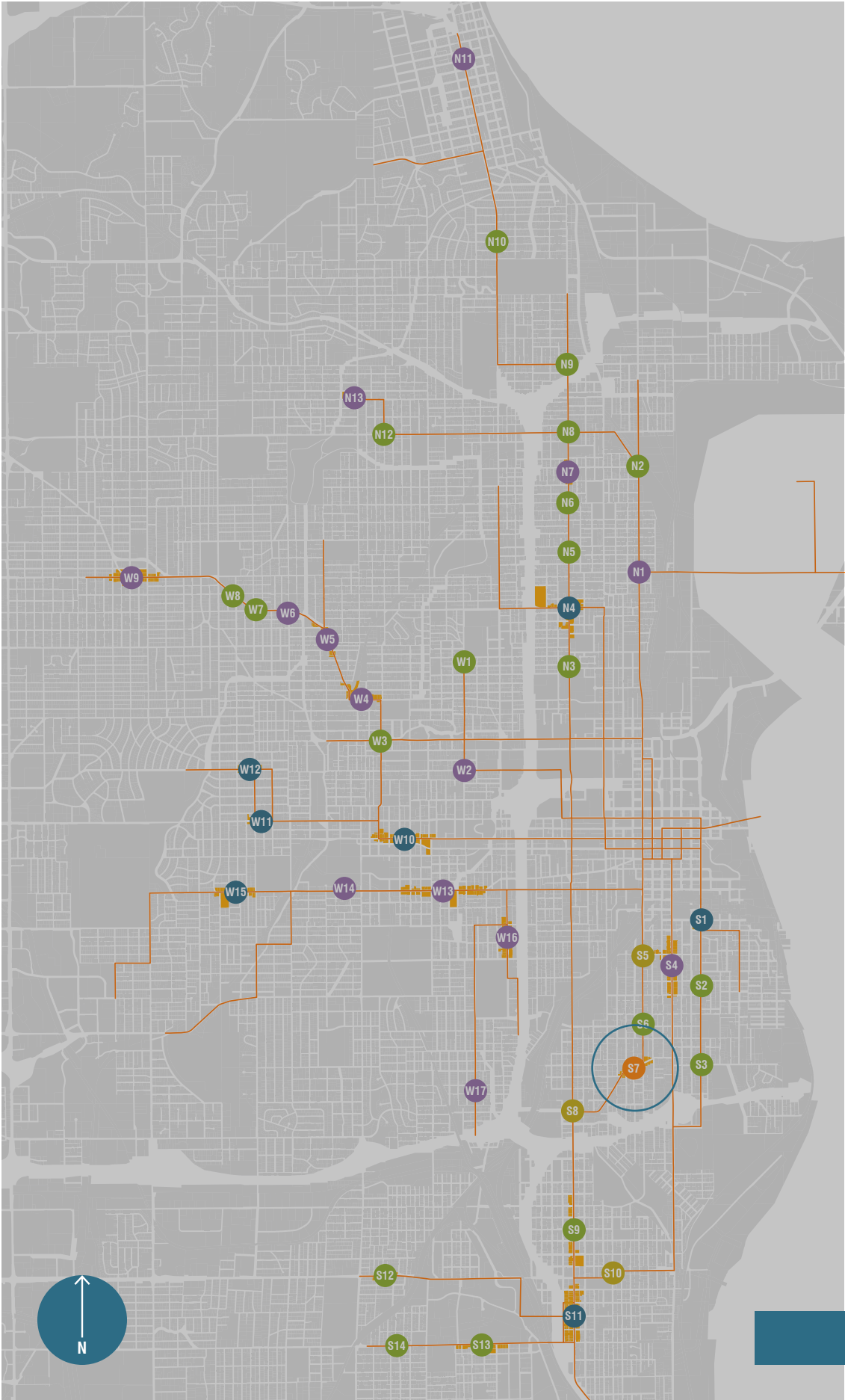
GROUP D: NCE-H / LHD

- N2 BOYD PARK**
North 16th Street and Commercial Avenue
- N3 LONG SCHOOL**
North 24th and Franklin to Parker Streets
- N5 GOODWIN'S**
North 24th and Spencer Street
- N6 MANDERSON MARKET**
North 24th and Evans to Manderson Streets
- N8 SMITHFIELD**
North 24th and Ames Avenue
- N9 SARATOGA**
North 24th and Fort Street
- N10 MILLER PARK**
North 30th and Huntington to Titus Avenues
- N12 FONTENELLE PARK**
North 40th and Ames Avenue
- W1 PROSPECT HILL**
North 33rd and Parker Street
- W3 CATHEDRAL**
North 40th and Cuming Streets
- W7 METCALFE HARRISON**
North 50th and Northwest Radial Highway
- W8 COUNTRY CLUB**
North 51st Street and Northwest Radial Hwy
- S2 CASCIO'S**
South 10th and Hickory Streets
- S3 BANCROFT STREET MARKET**
South 10th and Bancroft Streets
- S6 ROGER'S ADDITION**
South 16th and Dorcas Streets
- S9 SPRING LAKE**
South 24th and E to K Streets
- S12 HITCHCOCK PARK**
L Street and South 39th to 41st Streets
- S13 ST. MARY'S**
Q Street and South 29th St to 33rd Avenue
- S14 CHRISTIE HEIGHTS PARK**
Q Street and South 38th to 39th Avenue

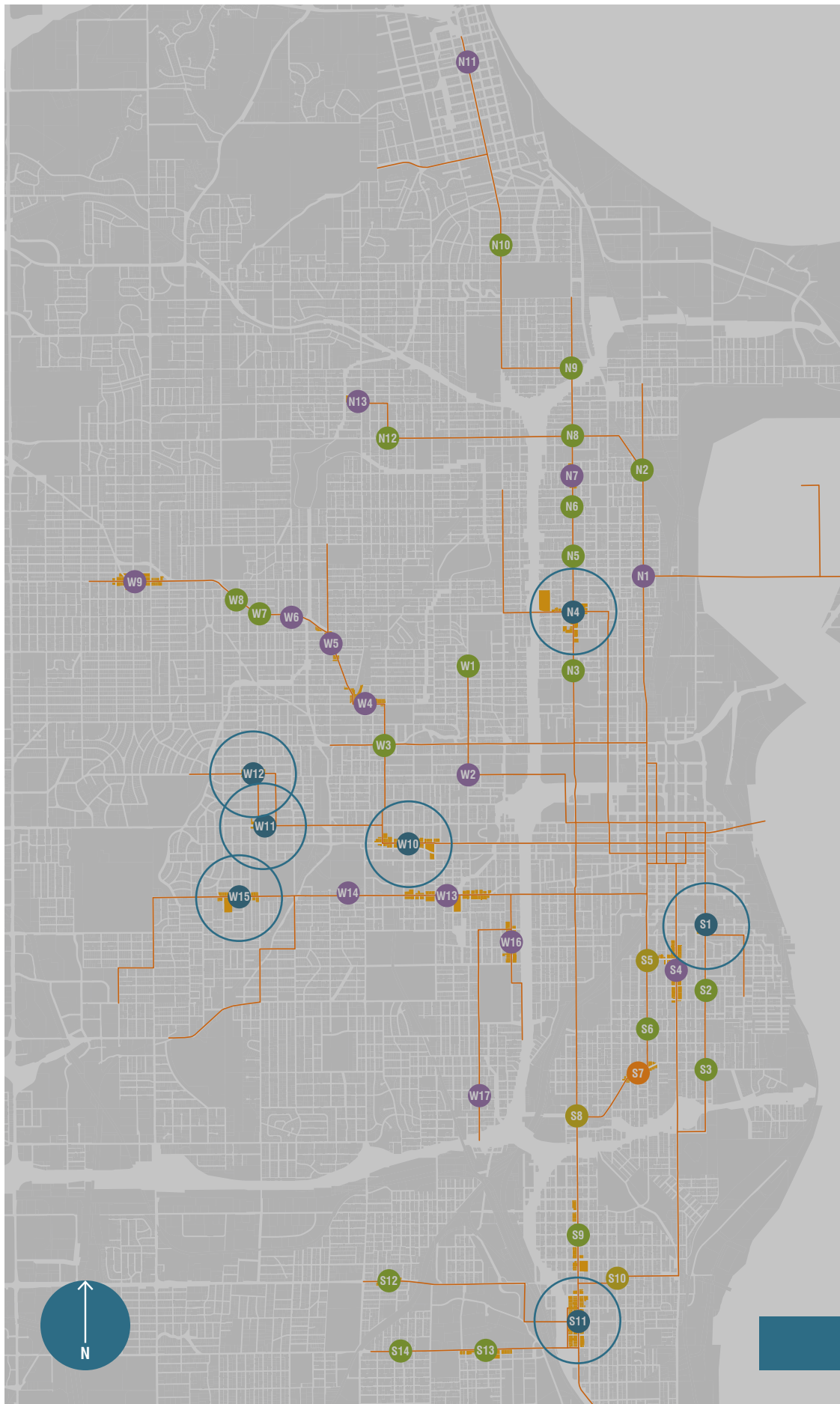
GROUP E: IND-NR/LL

- S5 HARTMAN'S ADDITION**
South 16th and William to Pine Streets
- S8 DEER PARK**
South 24th and Vinton to Krug Avenue
- S10 COLLIN FIELD**
South 20th and Missouri Avenue

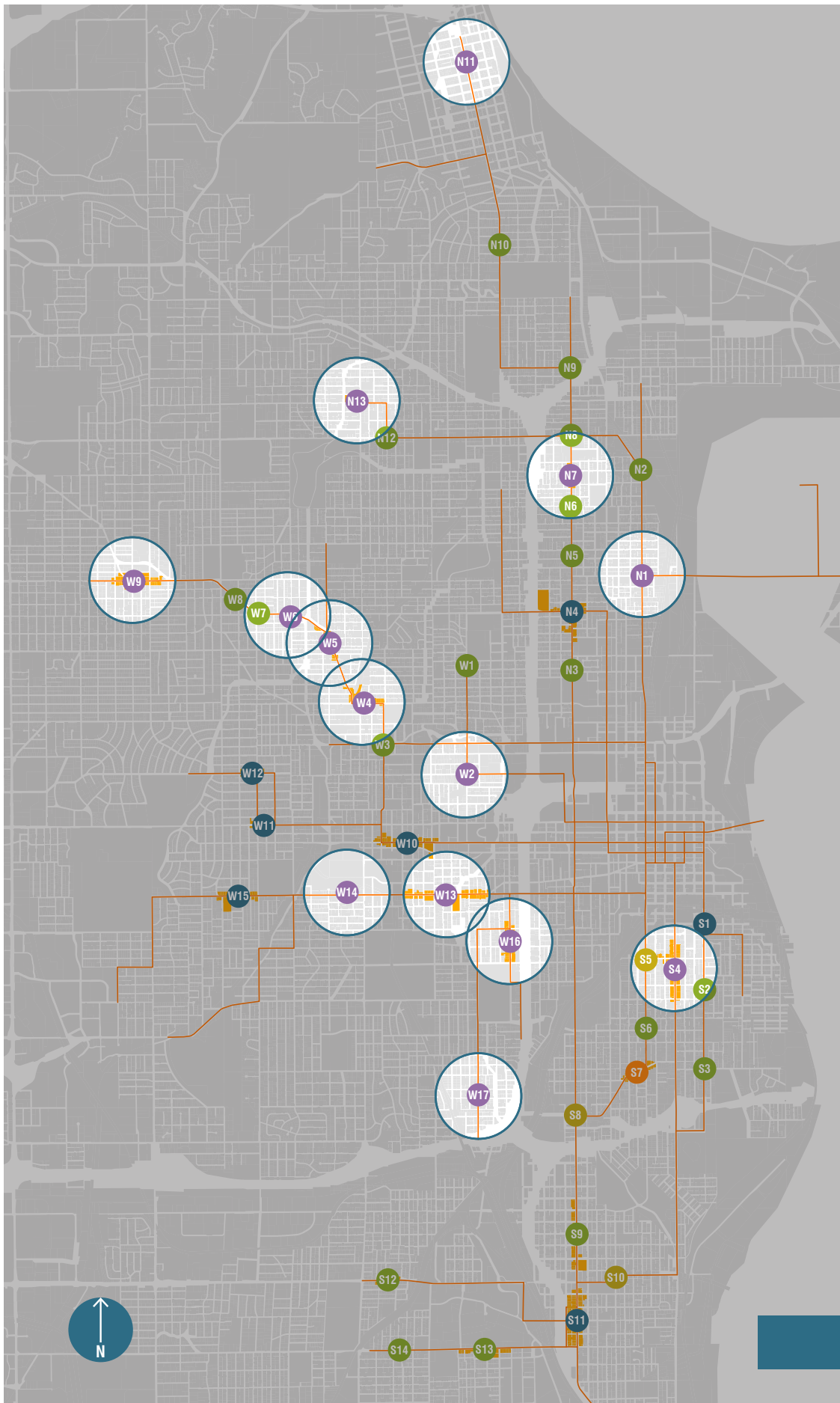


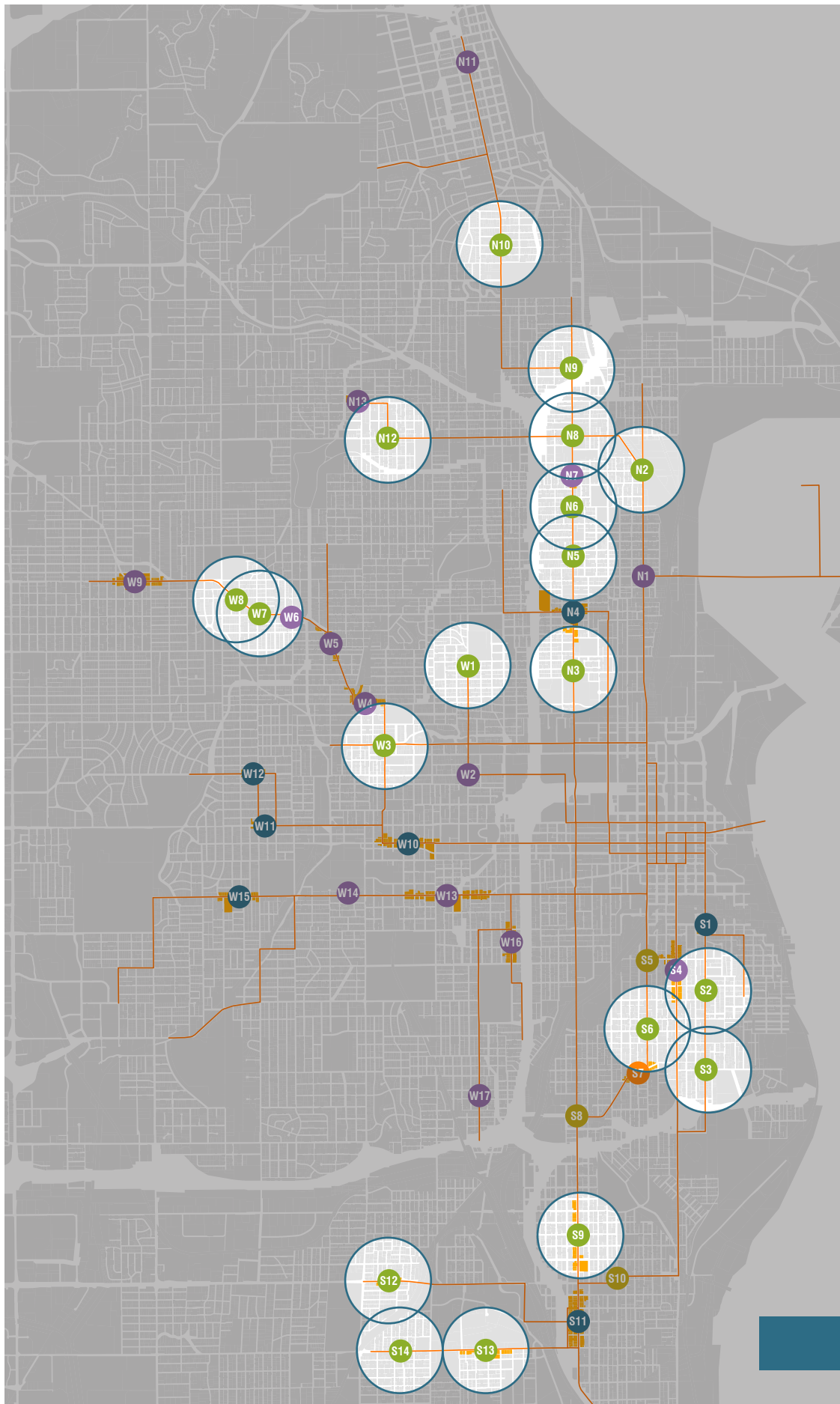


GROUP A

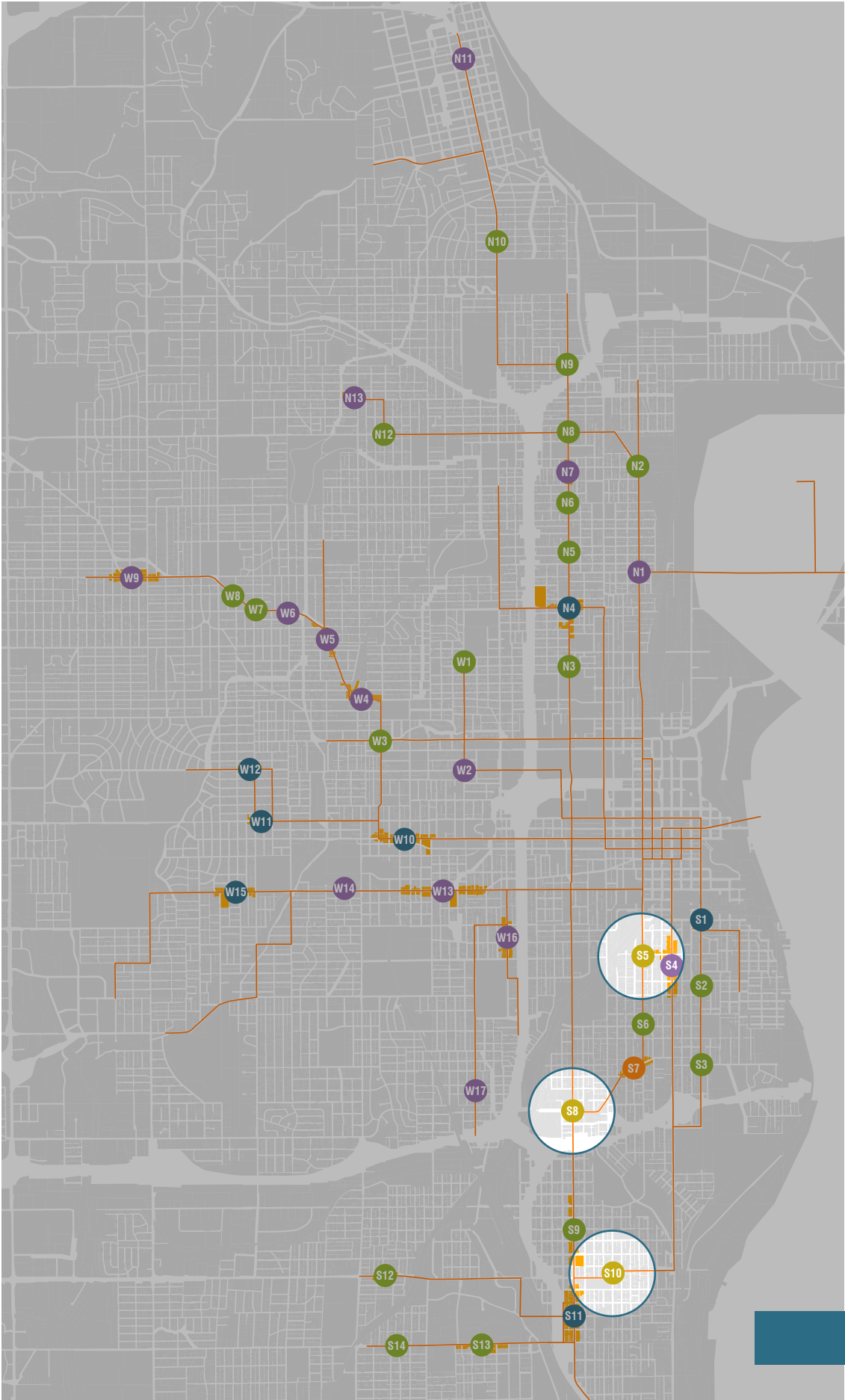


GROUP **B**





GROUP D



GROUP E



CHAPTER 5: CURRENT STATE OF PRESERVATION

NATIONAL TRENDS

Nationally, the preservation movement continues to evolve and change. The early and mid-20th century was a period of substantial growth and construction in urban areas throughout the Midwest. As mid-20th century buildings become old enough to be studied by historians, architectural historians or archaeologists so that their place in history is clear, large numbers of resources are now being considered historic. In response to this growing historic building stock, those in the construction and development industry must continue to refine techniques to preserve and rehabilitate the widening array of historic construction materials and historic building types. Similarly, many historians and archivists are currently focusing on digitizing old paper resources in an effort to make them readily available online to the public. In addition, many people in the preservation field are engaged in continued public outreach and education, as the concepts of what is significant in history are updated for modern audiences.

More widely, while preservation is now a proven economic driver and its ties to sustainability are clear, making it effective everywhere requires a multidisciplinary approach. Preservation programs in many states are now broadening their approach to include applied economics and environmental studies as well as the more traditional community planning, geography, history and architectural fields. As the fields of those involved in preservation diversify, so does the diversity among identified resources, including simple, average housing stock, typical commercial buildings and those that represent the physically challenged, minority ethnic groups and those with minority perspectives. However, with so many changes in the field of preservation, the one constant is that public involvement is crucial to success.

OMAHA CERTIFIED LOCAL GOVERNMENT

The city of Omaha qualified as a Certified Local Government in 1985. The Certified Local Government (CLG) program is a federal initiative of the National Park Service, administered by the Nebraska State Historic Preservation Office. As a CLG, the city of Omaha promotes preservation at the local level under the administration of the Omaha Urban Planning Division. The Planning Department's Preservation Administrator manages the program. A chief responsibility of a CLG is to maintain a survey of local historic properties, which gathers data related to the city's historic resources. A survey also defines the historic character of a community or particular area and can provide the basis for making sound judgments in local planning.

Since the adoption of the city of Omaha's preservation ordinance in 1977, the Landmarks Heritage Preservation Commission staff has been involved in ongoing survey activities. CLG grant funds have been used to conduct historic surveys in the Omaha area for many years. The Omaha-Douglas County Historic Buildings Survey contains data on more than 7,000 buildings in the city's jurisdictional area. This computerized catalog system includes information concerning property location, ownership, use, date of construction, architectural style, and other pertinent information. Historic survey data is now integrated into the city of Omaha's Geographic Information System (GIS) program. Survey data is accessible to the public, although certain information such as the location of vacant properties or archaeological sites may be restricted to the public.

In addition to conducting surveys and studies, the CLG encourages preservation education, designates landmarks, and assists the Omaha Landmarks Heritage Preservation Commission.

The advantages of Omaha being a CLG include:

- Being eligible to receive matching funds from the NPS Historic Preservation Fund that are unavailable to non-CLGs.

- Contributing buildings within local landmark districts may be eligible for financial incentives to assist with rehabilitation without being listed in the National Register.

- Through the use of their landmark and survey programs, the CLG has an additional tool when considering planning, zoning, and land-use regulations relating to historic properties.

The CLG has access to a nationwide information network of local, state, federal, and private preservation institutions.

Finally, the CLG, through its ordinance and the Landmarks Heritage Preservation Commission, has a built-in mechanism to promote pride in, and understanding of, Omaha's history.

OMAHA LANDMARKS HERITAGE PRESERVATION COMMISSION

In 1977 the Omaha City Council adopted the Landmarks Heritage Preservation Ordinance, the first comprehensive preservation ordinance in Nebraska. Patterned after legislation that had proved successful in Seattle, New York, and Savannah, the Omaha ordinance contained provisions for the creation of a commission that has the ability to designate structures and districts of local significance; regulate work done on locally designated buildings; and identify and implement overall goals and objectives for preservation in the city.

The 1977 ordinance created the Landmarks Heritage Preservation Commission (LHPC). Nine members compose the Commission: an architect, a curator, a professional historian, three members active in a preservation-related field, two laypersons, and an owner or operator of a business or property within a landmark heritage district. Commission members are appointed by the Mayor for three year terms, subject to confirmation by the City Council. The Commission selects its own chairman and rules of procedure. The body generally meets monthly, with special meetings held by call of the chairman. The Landmarks Heritage Preservation Commission's primary purpose is to:

To designate, preserve, protect, enhance and perpetuate those structures and districts which reflect significant elements of the city's heritage;

To foster civic pride in the beauty and accomplishments of the past;

To stabilize or improve the aesthetic and economic vitality and values of such structures and districts;

To protect and enhance the city's attractions to tourists and visitors;

To promote the use of outstanding structures or districts for the education, stimulation and welfare of the people of the city; and

To promote and encourage continued private ownership and utilization of such buildings and other structures now so owned and used, to the extent that the objectives listed above can be attained under such a policy.

The Omaha Municipal code contains specific requirements and procedures for the Landmarks Heritage Preservation Board. Please visit the online version of the Omaha Municipal Code and see Chapter 24, Article II for the Landmarks Heritage Preservation ordinance.

OMAHA PLANNING DEPARTMENT

In addition to the efforts of the Omaha Landmarks Heritage Preservation Commission, the Omaha Planning Department has been diligently working on preservation issues. Over the past five years, they have overhauled their web site in order to promote public education of preservation and provide easy access to the wealth of information they have preserved and collected over the decades. Their online portal now provides access to permit drawings from selected buildings that were microfilmed over time, all local and national nominations within the Omaha planning jurisdiction, all previous reconnaissance surveys and several photo collections – including those of Lynn Meyer, formerly a city planner for the Omaha City Planning Department and administrator of the Landmarks Heritage Preservation Commission from 1980 to 2007.

Furthermore, the Planning Department has more deeply integrated preservation planning within larger planning efforts. The recent Neighbourhood Conservation and Enhancement (NCE) Inventory profiles 21 neighborhood commercial centers established during the historic street car era. The report proposes a multi-disciplinary approach that would include neighborhood planning, preservation planning and design guidelines for new and existing buildings. The Inventory classifies the districts based on needs, assets and priority.

The Planning Department has also developed infill and redevelopment design guidelines for older, established neighborhoods. The guidelines address critical issues including architectural form to assure new development is compatible with the existing context and character of the surrounding neighborhood. Although new buildings may follow contemporary styles, they will be required to conform to massing, setbacks, public/private/street relationships, parking patterns and materials of their neighbours.

For more information on any of these Omaha specific preservation efforts, contact the Preservation Administrator at the Omaha Planning Department.

NEBRASKA STATE HISTORIC PRESERVATION OFFICE (NESHPO)

The NeSHPO administers a wide range of preservation programs that are of benefit to Omaha residents. The duties required of the NeSHPO are set out under the National Historic Preservation Act and include the following:

- Conducting and maintaining a statewide historic resources survey.

- Administering the National Register of Historic Places (National Register) program.

- Assisting local governments in the development of historic preservation programs and certification of qualifying governments as Certified Local Governments under the NPS program.

- Providing guidance and administering the federal tax incentives program for the preservation of historic buildings.

- Providing guidance and administering the state tax incentives programs for the preservation of historic buildings.

- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.

- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

NATIONAL REGISTER OF HISTORIC PLACES

One of the goals for conducting surveys is to identify properties that may be eligible for listing in the National Register of Historic Places. The National Register is our nation's official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our history or prehistory. These properties and objects may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national-levels.

Properties need not be as historic as Fort Robinson or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed. It is important to note what listing a property in the National Register means, or perhaps more importantly, does not mean.

The National Register DOES NOT:

- Restrict, in any way, a private property owner's ability to alter, manage or dispose of a property.
- Require that properties be maintained, repaired, or restored.
- Invoke special zoning or local landmark designation.
- Allow the listing of an individual private property over an owner's objection.
- Allow the listing of an historic district over a majority of property owners' objections.

Listing a property on the National Register DOES:

- Provide recognition to significant properties.
- Encourage the preservation of historic properties.
- Provide information about historic properties for local and statewide planning purposes.
- Promote community development, tourism, and economic development.
- Provide basic eligibility for financial incentives, when available.

For more information, contact the National Register Coordinator in Nebraska State Historic Preservation Office at (402) 471-4787 or by email at nsht.hp@nebraska.gov.

CERTIFIED LOCAL GOVERNMENTS

In an effort to increase local preservation activities and link local governments with the nationwide preservation network of federal, state and local organizations, the National Park Service and the Nebraska State Historic Preservation Office work with local governments through the Certified Local Government (CLG) Program. This program recognizes that a local government has established its own historic preservation commission and a program meeting federal and state standards. This program must establish a historic preservation ordinance that includes protection for historic properties at a level the community decides is appropriate, provide for public education and participation, including the process of nominating properties to the National Register of Historic Places, and set a system in place for conducting and maintaining a survey and inventory of historic properties.

All Certified Local Governments are eligible for grants to assist in the implementation of local preservation programs. These grants can be used to finance a variety of preservation related activities including survey work, preparation of National Register nominations, education programs, publications, staff support, workshops and preservation events. In addition, they receive technical assistance and training from the State Historic Preservation Office about historic preservation.

FEDERAL HISTORIC REHABILITATION TAX CREDIT PROGRAM (FHTC)

Since 1976 the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed in the National Register, or as buildings that contribute to the significance of a National Register Historic District, or a local landmark/historic district that have been certified by the Secretary of the Interior.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation. The Standards are a common sense approach to the adaptive reuse of historic buildings. It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used for the benefit and enjoyment of the property owner and the community. The program does not necessarily require a property to be reconstructed or restored to its original condition, but historically significant materials, features, finishes, and spaces should be retained to the greatest extent possible.

The FHTC in Nebraska has been responsible for:

Reinvesting millions of dollars for the preservation of historic buildings.

Establishing thousands of low- and moderate-income housing units and upper-income units.

Encouraging the adaptive reuse of previously under- or un-utilized historic properties in older downtown commercial areas.

Helping to broaden the tax base.

Giving real estate developers and city planners the incentive to consider projects in older, historic neighborhoods.

Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property — usually by listing the property in the National Register — and certification of the historic rehabilitation is made by both the NeSHPO and the National Park Service. Before initiating any activity for a project that anticipates the use of preservation tax credits, owners should contact the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office.

NEBRASKA HISTORIC TAX CREDIT (NHTC)

In 2014, the Nebraska State Legislature passed the Nebraska Job Creation and Mainstreet Redevelopment Act. This program offers a total of \$15 million in state historic preservation tax credits for each calendar year from 2015 to 2018. It is administered jointly by the Nebraska State Historical Society and the Nebraska Department of Revenue.

This program provides a twenty percent (20%) Nebraska tax credit for eligible expenditures made to rehabilitate, restore or preserve historic buildings. This is a dollar-for-dollar reduction in state tax liability, which can be transferred with limitations. The minimum project investment must equal or exceed \$25,000; with a maximum of \$1 million in credits allowed per project.

To qualify, rehabilitation work must meet generally accepted preservation standards, and the historic property must be:

Listed individually in the National Register of Historic Places or in the process of nomination/listing.

Located within a district listed in the National Register of Historic Places or part of a pending district nomination/listing.

Listed individually under a certified local preservation ordinance or pending designation or

Located within a historic district designated under a certified local preservation ordinance or located within a district that is pending designation.

To qualify, a historic property must NOT be:

A non-income producing, detached, single-family residence.

VALUE INCENTIVE PROGRAM (VIP)

The Valuation Incentive Program (VIP) is a property tax incentive that assists in the preservation of Nebraska's historic buildings. After the project is complete, the assessed valuation of a historic property is frozen for eight years at the value when rehabilitation started, known as the "base" valuation. The taxable valuation then rises to its actual value over a four year period. To be eligible for this state tax incentive, a building must:

Be a qualified historic structure, either by listing in the National Register or by local landmark designation through an approved local government ordinance.

Be substantially rehabilitated, which means the project must be worth at least 25 percent of the property's "base" assessed value.

Be rehabilitated in accordance with the Secretary of the Interior's Standards for Rehabilitation.

Buildings must be a qualified historic structure and the NeSHPO must receive an application in order for expenditures to qualify. The tax freeze benefits the owners of the historic properties and the community by:

Providing a real economic incentive to rehabilitate historic buildings.

Increasing the long-term tax base of a community.

Helping stabilize older, historic neighborhoods and commercial areas.

Encouraging the promotion, recognition, and designation of historic buildings.

Allowing participation by local governments that enact approved historic preservation ordinances.

PUBLIC OUTREACH AND EDUCATION

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, landscapes and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spends considerable time conducting public meetings and workshops and disseminating information to the public.

The NeSHPO's goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

As all NeSHPO programs originate from a common source—the National Historic Preservation Act—they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve the public.

For more information about the NeSHPO or any of the programs discussed, contact the Project Coordinator at the Nebraska State Historic Preservation Office at (402) 471-4787 or (800) 833-6747 or by email at nsps.hp@nebraska.gov. Additional information is also available at the Nebraska State Historical Society website at www.nebraskahistory.org.



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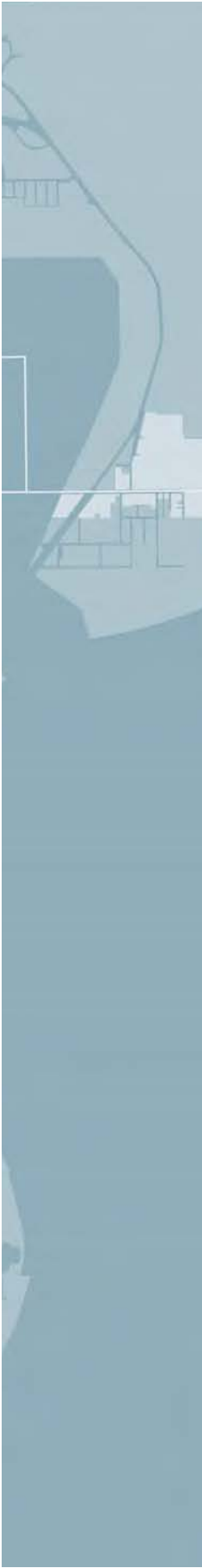
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APPENDIX A: DATABASE

For the complete database files, please contact the City of Omaha Planning Department Historic Preservation Office. Below is an excerpt of the data in table form.

Address	Historic Name	Area Key	NEHRPropertyType	Form	No. of Stories	Year Built	Year Remodeled	Bldg Integrity	Potential Contrib'tg	Reason	Account Type
2827 N 016 ST		N01	07.6.7 Taverns	2 Part Commercial Block	2.0	1900	0	High	Yes		Commercial
2801 N 016 ST	Corby Theater	N01	07.1.5 Movie Theaters		1.0	1928	0	Med	Yes		Industrial
2819 N 016 ST		N01	12.1.1 Stores	2 Part Commercial Block	1.0	1900	0	Med	Yes		Commercial
2821 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1919	0	Med	Yes		Commercial
2823 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1919	0	Med	Yes		Commercial
2825 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1902	0	Med	Yes		Commercial
2820 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1925	0	Med	Yes		Commercial
2905 N 016 ST		N01	NA		1.0	1967	0	NA	No	Age	Commercial
2915 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1919	0	Med	Yes		Industrial
2922 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1904	0	Med	Yes		Commercial
2920 N 016 ST		N01	07.1.5 Movie Theaters		1.0	1914	0	Med	Yes		Ex Religious
1609 BINNEY ST	Allas Apartments	N01	16.5.5.1 Flats		2.0	1919	0	Med	Yes		Multiple Comm
2902 N 016 ST		N01	12.1.1 Stores (Drugs)	1 Part Commercial Block	1.0	1906	0	Med	Yes		Commercial
2906 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1905	0	High	Yes		Commercial
2908 N 016 ST		N01	12.1.1 Stores	1 Part Commercial Block	1.0	1903	0	Med	Yes		Commercial
2802 N 016 ST		N01	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2824 N 016 ST		N01	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Government
2828 N 016 ST		N01	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Government
2911 N 016 ST		N01	13.3.2.5 Parking Lots and Garages		0.0	0	0	NA	No	Parking Lot	Multiple Res
3922 N 16 ST		N02	12.1.1 Stores	1 Part Commercial Block	1.0	1926	0	Med	Yes		Industrial
3926 N 16 ST		N02	12.1.1 Stores	1 Part Commercial Block	1.0	1948	0	High	Yes		Commercial
1602 SPRAGUE ST		N02	13.3.3.3 Gas Stations	NA	1.0	1934	0	NA	No	Auto-oriented	Commercial
4106 COMMERCIAL	Storage Battery Facility	N02	12.2.2 Warehouses		1.0	1924	0	High	Yes		Industrial
3932 N 16 ST		N02	12.1.1 Stores (Drugs)	1 Part Commercial Block	1.0	1900	0	Med	Yes		Commercial
4015 N 16 ST		N02	12.1.1 Stores	1 Part Commercial Block	1.0	1910	0	Low	No	Low Integrity	Commercial
4110 COMMERCIAL AV		N02	12.1.1 Stores	1 Part Commercial Block	1.0	1920	0	High	Yes		Industrial
1702 N 24 ST		N03	12.1.1 Stores	2 Part Commercial Block	2.0	1900	0	Med	Yes		Commercial
1706 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1913	0	Med	Yes		Commercial
1708 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1913	0	Med	Yes		Commercial
1804 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1922	0	Med	Yes		Commercial
1810 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1903	0	Med	Yes		Commercial
1710 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1916	2002	Low	No	Low Integrity	Ex Religious
1712 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1916	2002	Med	Yes		Ex Religious
1722 N 24 ST		N03	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
1802 N 24 ST		N03	12.1.1 Stores	1 Part Commercial Block	1.0	1922	0	Med	Yes		Commercial
2213 LAKE ST	Webster Telephone Excha	N04	14.04 Telephone Communications		2.5	1920	0	High	Yes		Ex Educational
2221 N 24 ST	Jewell Building	N04	12.1.1 Stores / 07.1.8 Danc	2 Part Commercial Block	2.0	1923	0	High	Yes		Comm Par Ex Ch
2423 N 24 ST	Lion Products (Implement	N04	12.1 Retailing	1 Part Commercial Block	1.0	1913	2002	Med	Yes		Commercial
2229 LAKE ST	Showcase	N04	07.6.7 Taverns	1 Part Commercial Block	1.0	1932	0	Med	Yes		Commercial
2225 LAKE ST	Single Family House	N04	16.5.1 Single Family Detached House		1.0	1898	0	NA	No	SFR	Residential
2401 N 24 ST	F.J. Carey Block	N04	15.2.5 Laundries and Dry C	1 Part Commercial Block	1.0	1914	0	Med	Yes		Comm Govt Lse
2323 N 24 ST	Filling Station	N04	13.3.3.3 Gas Stations		1.0	1920	0	NA	No	Auto-oriented	Commercial
2205 N 24 ST	US Post Office Station A	N04	04.2.3 Post Offices	1 Part Commercial Block	1.0	1948	0	Med	Yes		Commercial
2201 N 24 ST	Skeets Barbecue	N04	NA		2.0	1953	0	NA	No	Age. Streetcar g	Commercial
2109 N 24 ST	Micklin Lumber Company	N04	11.4.2.1 Lumber Yards	2 Part Commercial Block	2.0	1921	0	Med	Yes		Industrial
2425 N 24 ST	Blue Lion	N04	Mixed Use	2 Part Commercial Block	2.0	1910	0	Med	Yes		Commercial
2206 LAKE ST	Single Family House	N04	16.5.1 Single Family Detached House		2.5	1880	0	NA	No	SFR	Residential
2505 N 24 ST	Safeway	N04	NA		1.0	1964	0	NA	No	Age	Comm Par Ex Ch
2314 N 24 ST	Jones and Chiles	N04	15.2.7 Mortuaries	2 Part Commercial Block	2.0	1914	0	Med	Yes		Commercial
2310 N 24 ST	J.D. Lewis Mortuary	N04	15.2.7 Mortuaries		2.0	1916	0	Med	Yes		Multiple Res
2306 N 24 ST	Terrell Drug Company	N04	12.1.1 Stores (Drugs)		1.0	1914	0	Med	Yes		Ex Government
2302 N 24 ST		N04	NA		1.0	1959	0	NA	No	Age	Commercial
2218 N 24 ST	Eugeen Thomas	N04	11.1 Food Processing (Con	1 Part Commercial Block	1.0	1915	0	Med	Yes		Commercial
2216 N 24 ST	Omaha Star Building	N04	12.1.1 Stores	1 Part Commercial Block	1.0	1923	0	High	Yes		Commercial
2423 GRANT ST	St. Benedict Catholic Chur	N04	NA		1.0	1960	0	NA	No	Basketball court	Ex Religious
2502 LAKE ST	Broomfield Rowhouse	N04	16.5.3 Doublehouses and Duplexes		2.0	1910	0	High	Yes		Multiple Res
2606 N 26 ST	Omaha and Council Bluffs	N04	13.3.3.5 Bus and Street Car Terminals		1.0	1905	0	Med	Yes		Ex Government
2520 N 24 ST		N04	10.6 Machinery and Metal	1 Part Commercial Block	1.0	1910	0	Med	Yes		Commercial
2518 N 24 ST	G. Wade Obee and Comp	N04	15.2.7 Mortuaries	American Foursquare	1.0	1913	0	Med	Yes		Commercial
2516 N 24 ST		N04	12.1 Retailing	1 Part Commercial Block	1.0	1913	0	Med	Yes		Commercial
2514 N 24 ST	Nesselson's Grocery	N04	12.1.1 Stores	1 Part Commercial Block	1.0	1913	0	Med	Yes		Commercial
2510 N 24 ST		N04	15.2.2 Restaurants	1 Part Commercial Block	1.0	1913	0	Med	Yes		Ex Government
2506 N 24 ST	Love's Jazz and Arts Cente	N04	12.1.1 Stores / 11.1.5 Food	2 Part Commercial Block	2.0	1910	0	Med	Yes		Ex Government
2522 N 24 ST		N04	Mixed Use	2 Part Commercial Block	2.0	1910	0	Med	Yes		Commercial
2416 LAKE ST	Big Mama's Sandwich Sho	N04	12.1.1 Stores	1 Part Commercial Block	1.0	1920	2012	Med	Yes		Ex Government
2414 LAKE ST	Carver Savings and Loan A	N04	12.1.1 Stores	1 Part Commercial Block	1.0	1900	2012	Med	Yes		Ex Government
2420 LAKE ST	Columbia Building, Elks Ha	N04	05.1.1 Halls & Lodge Bldgs	2 Part Commercial Block	2.0	1919	0	Med	Yes		Ex Religious
2526 LAKE ST	MH Auto Service & Repair	N04	NA		1.0	1946	0	NA	No	Auto-oriented	Commercial
2101 N 24 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Industrial
2209 LAKE ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Residential
2215 LAKE ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2221 LAKE ST		N04	16.5.1 Single Family Detached House		1.5	1912	0	NA	No	SFR	Residential

Address	Historic Name	Area Key	NEHRPropertyType	Form	No. of Stories	Year Built	Year Remodeled	Bldg Integrity	Potential Contrib'tg	Reason	Account Type
2222 N 24 ST		N04	07.5.1 Parks, Greens, and Gardens		0.0	0	0	NA	No	Small park	Commercial
2303 N 24 ST		N04	13.3.3.3 Gas Stations		1.0	1910	0	NA	No	Auto-oriented	Commercial
2307 N 24 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2311 N 24 ST		N04	NA		1.0	1956	2009	NA	No	Age	Commercial
2315 N 24 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2319 N 24 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2400 N 22 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2401 LAKE ST		N04	NA		1.0	2004	0	NA	No	Age	Comm Par Ex Ch
2403 N 24 ST		N04	13.3.2.5 Parking Lots and Garages		0.0	1950	0	NA	No	Parking Lot	Commercial
2410 LAKE ST		N04	13.3.2.5 Parking Lots and Garages		0.0	0	0	NA	No	Parking Lot	Ex Government
2411 N 24 ST		N04	13.3.2.5 Parking Lots and Garages		0.0	1950	0	NA	No	Parking Lot	Commercial
2428 LAKE ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Government
2430 LAKE ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Government
2502 N 24 ST		N04	07.5.1 Parks, Greens, and Gardens		0.0	0	0	NA	No	Small Park	Ex Religious
2512 N 24 ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2518 LAKE ST		N04	16.5.1 Single Family Detached House		2.5	1900	0	NA	No	SFR	Residential
2520 LAKE ST		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2522 LAKE ST		N04	NA		0.0	0	0	NA	No	Auto-oriented	Commercial
2524 LAKE ST		N04	NA		0.0	0	0	NA	No	Auto-oriented	Commercial
		N04	07.5.1 Parks, Greens, and Gardens		0.0	0	0	NA	No	Urban park	Ex Government
		N04	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
3105 N 24 ST	North Presbyterian Church	N05	02.1.4 Churches		2.0	1910	0	High	Yes		Ex Religious
2221 WIRT ST		N05	16.5.4.1 Rowhouses		2.0	1915	1991	High	Yes		Multiple Res
3006 N 24 ST		N05	12.1.1 Stores	1 Part Commercial Block	1.0	1910	0	Med	Yes		Commercial
3012 N 24 ST		N05	12.1.1 Stores	1 Part Commercial Block	1.0	1905	0	Med	Yes		Commercial
3014 N 24 ST		N05	13.3.3.4 Service Garages		1.0	1920	0	NA	No	Auto-oriented	Commercial
3022 N 24 ST		N05	12.1.1 Stores	2 Part Commercial Block	2.0	1945	0	High	Yes		Commercial
3116 N 24 ST		N05	12.1.1 Stores	2 Part Commercial Block	2.0	1918	0	Med	Yes		Commercial
3002 N 24 ST		N05	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
3106 N 24 ST		N05	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
3601 N 24 ST		N06	12.1.1 Stores	1 Part Commercial Block	1.0	1936	0	High	Yes		Commercial
3711 N 24 ST		N06	12.1.1 Stores		2.0	1925	0	High	Yes		Multiple Res
3701 N 24 ST		N06	12.1.1 Stores	2 Part Commercial Block	2.0	1915	0	Med	Yes		Commercial
3607 N 24 ST		N06	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Residential
3611 N 24 ST		N06	13.3.2.5 Parking Lots and Garages		0.0	1970	0	NA	No	Parking Lot	Commercial
3617 N 24 ST		N06	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Government
3707 N 24 ST		N06	NA		1.0	1956	0	NA	No	Age	Commercial
3713 N 24 ST		N06	12.1.1 Stores	2 Part Commercial Block	2.0	1920	0	Low	No	Low Integrity	Commercial
3819 N 24 ST		N07	12.1.1 Stores	2 Part Commercial Block	2.0	1925	0	Med	Yes		Commercial
4022 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1900	0	Med	Yes		Commercial
4024 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1890	0	Med	Yes	Changes date to	Commercial
4016 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1911	0	Med	Yes		Commercial
4018 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1917	0	Med	Yes		Commercial
4120 N 24 ST		N07	13.3.3.4 Service Garages		1.0	1911	0	NA	No	Auto-oriented	Industrial
4106 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1922	0	High	Yes		Commercial
4110 N 24 ST		N07	12.1.1 Stores	2 Part Commercial Block	2.0	1931	0	Med	Yes		Commercial
3902 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
3906 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
3920 N 24 ST		N07	16.5.1 Single Family Detached House		2.0	1905	0	NA	No	SFR	Commercial
4004 N 24 ST		N07	12.1.1 Stores	1 Part Commercial Block	1.0	1885	0	Low	No	Low Integrity	Industrial
4010 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Residential
4012 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Residential
4014 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
4102 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
4104 N 24 ST		N07	12.1.1 Stores	2 Part Commercial Block	2.0	1900	0	Low	No	Low Integrity	Commercial
4108 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
4112 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Religious
4114 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Religious
4116 N 24 ST		N07	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Ex Religious
4414 N 24 ST		N08	12.1.1 Stores	1 Part Commercial Block	1.0	1900	2002	Med	Yes		Commercial
2401 AMES AV		N08	12.1.1 Stores	2 Part Commercial Block	2.0	1913	0	Med	Yes		Commercial
2425 AMES AV		N08	12.1.1 Stores	1 Part Commercial Block	1.0	1926	0	Med	Yes		Commercial
2425 1/2 AMES AV		N08	07.1.5 Movie Theaters	1 Part Commercial Block	1.0	1926	0	Med	Yes		Commercial
2412 AMES AV	Druid Hall	N08	05.1.1 Halls & Lodge Bldgs	2 Part Commercial Block	2.0	1920	0	High	Yes		Comm Par Ex Ch
4416 N 24 ST		N08	12.1.1 Stores	1 Part Commercial Block	1.0	1900	0	Low	No	Low Integrity	Commercial
4418 N 24 ST		N08	12.1.1 Stores	1 Part Commercial Block	1.0	1926	0	Low	No	Low Integrity	Commercial
4420 N 24 ST		N08	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
4422 N 24 ST		N08	Vacant Lot		0.0	0	0	NA	No	Empty Lot	Commercial
2404 FORT ST		N09	12.1.1 Stores	1 Part Commercial Block	1.0	1920	0	Med	Yes		Ex Religious
5216 N 24 ST		N09	12.1.1 Stores	1 Part Commercial Block	1.0	1910	0	Low	No	Low Integrity	Commercial
5224 N 24 ST		N09	12.1.1 Stores (Drugs)	1 Part Commercial Block	1.0	1910	0	Med	Yes		Commercial
3008 NEWPORT AV		N10	02.1.4 Churches		2.0	1923	1960	NA	No	Newer addition	Ex Religious
6602 N 30 ST		N10	12.1.1 Stores	1 Part Commercial Block	1.0	1924	0	Med	Yes		Commercial
6618 N 30 ST		N10	NA		1.0	1998	0	NA	No	Age	Commercial

APPENDIX B: GLOSSARY

Arcaded Block. A commercial building form two to three stories tall characterized by tall, evenly spaced, round-arched openings extending across the façade with no bracketing elements at the ends. (Longstreth, 1987) 118.

Architectural Style. All buildings have form, but not all buildings have an architectural style. Architectural style describes a formal application of aesthetic and design principals to a building form.

Art Deco. (1925-1940) An architectural style characterized by line or angular composition with a vertical emphasis and stylized decoration. Buildings are typically massed in a series of set backs emphasizing the geometric form. Windows with decorative spandrel panels often highlight the vertical composition. Most often finished in cut stone panels, mosaics and terra cotta with aluminum accents. (Blumenson, 1995) 77.

Art Moderne Style. (1930-1945). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, flat roofs, smooth wall finish and horizontal massing as well as details in concrete, glass block, aluminum, and stainless steel. (Blumenson, 1995) 79.

Association. One of the seven aspects of integrity, association is the direct link between a property and the event or person for which the property is significant. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

Balloon frame. A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

Building. A building is erected to house activities performed by people. Often designed by an architect.

Bungalow. (1890-1940). An architectural style most commonly seen in residential architecture and characterized by overhanging eaves, a modest size, open porches with large piers and low-pitched roofs. Buildings are typically finished in clapboard, but may also be clad in wooden shingles, stucco or brick. Details include exposed structural members and chimneys of rubble, cobblestone or rough-faced brick. (Blumenson, 1995) 71.

Central Block with Wings. A commercial building form two to four stories tall with a projecting center section and subordinate flanking units at least half as wide as the center section and often much wider. (Longstreth, 1987) 116.

Circa, Ca., or c. At, in, or of approximately, used especially with dates.

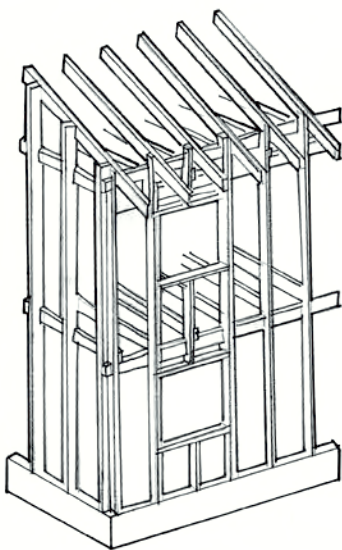


Figure A: Illustration of a balloon frame.

Clapboard. Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

Colonial Revival (1180-1955). An architectural style characterized by a symmetrical form, side gable roofs, dormers and shutters. A pediment supported by pilasters or extended out to form an entry porch creates a key central element. (McAlester, 1992) 321.



Figure B: Illustration of a commercial addition.

Commercial Addition. When major residential streets become heavy with automobile traffic, development pressure may result in the transformation of these corridors into commercial strips. Such development most often cause the demolition of the existing housing stock. However, in some cases, the housing is adapted to meet commercial and retail needs through the construction of commercial storefront additions. The additions, usually on the façade, front the street edge. The storefronts generally resemble most of the other commercial buildings along the street. The additions tend to be one-story in height, although examples of two or more stores are occasionally found. Multi-story additions may totally obscure the original house façade. (History Colorado, House with Commercial Addition, viewed 19 May 2017, <http://www.historycolorado.org/oahp/house-commercial-addition>)

Contributing (National Register definition). A building, site, structure, or object that adds to the historic associations, and/or historic architectural qualities for which a resource is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period. These resources are already listed on the National Register, considered active and a record is maintained in the NeHBS inventory.

Cross-Gable (1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

Design. One of the seven aspects of integrity, design refers to the composition of elements that constitute the form, plan, space, structure, and style of a resource. Changes made to continue the function of the resource during its period of significance may acquire significance in their own right. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

Dutch Colonial Revival Style (1900-1940). A residential architectural style characterized by its gambrel roof, symmetrical façade and dormers. A full-width porch may be an extension of the main roof line, or a separate roof. (McAlester, 1992) 322.

Eligible. A building, site, structure, or object that alone, or as part of a potential historic district, meet the National Park Service Criteria for nomination and listing on the National Register of Historic Places, but is not yet listed. These resources are considered active and a record is maintained in the NeHBS inventory.

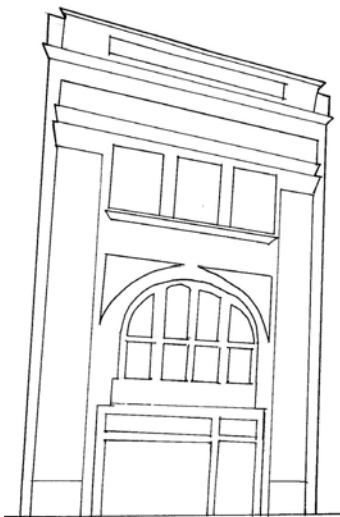


Figure C: Illustration of an enframed block.

Enframed Block. A type of commercial building form two to three stories tall with most of the façade punctuated by columns or pilasters or a treatment suggestive of such classical elements. This main section is bracketed by end bays of equal height. Altogether they form a continuous wall plane. (Longstreth, 1987) 114.

Enframed Window Wall. A type of commercial building form commonly one to four stories tall, in which the façade is visually unified by creating a border along the sides and top of a large center section. The border is treated as a single compositional unit. (Longstreth, 1987) 68.

Evaluation. Process by which the significance and integrity of a historic resource is judged.

Extant. Still standing or existing (as in a building, structure, site, and/or object).

Facade. Any single side of a building or structure.

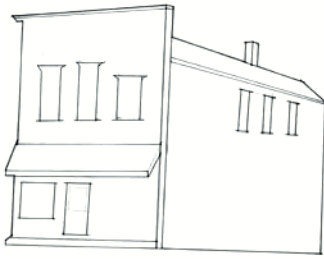


Figure D: Illustration of a false-front.

False-front (1850-1880). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as “boom-town.”

Feeling. One of the seven aspects of integrity, feeling is the quality that a historic resource has in evoking the aesthetic or historic sense of a past period of time. (National Register Bulletin, “How to Apply the National Register Criteria for Evaluation”; 1990) 44-45.

Fenestration. The arrangement of windows and other exterior openings on a building.

Form. All buildings have form. This shape of the exterior massing can be classified by describing the general shape of the floor plan and roof slopes. It is most often used when describing vernacular buildings.

Front Gable (1860-1910). The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

Further Information Needed. A building, site, structure, or object that may meet the National Park Service Criteria for nomination and listing on the National Register of Historic Places after additional research is completed. These resources are considered active and a record is maintained in the NeHBS inventory.

Gable. The vernacular form of a building, generally a house, in which the vertical triangular end of a building from cornice or eaves to ridge.

Gabled Ell (1860-1910). The vernacular form of a building, generally a house, in which two gabled wings are perpendicular to one another in order to form an “L”-shaped plan.

Gable end. The triangular end of an exterior wall.

Gable roof. A roof type formed by the meeting of two sloping roof surfaces.

Gambrel roof. A roof type with two slopes on each side, commonly seen on Dutch Colonial Revival houses and the iconic barn.

Grain. The number of divisions of lots per block. A fine grain is a platting pattern consisting of many lot divisions per block. This is often seen in historic commercial areas where the front of the lot was 22’ wide and there were 10-12 lots per block. Opposite this, a large grain is a platting pattern with relatively few lots per block.

Hipped roof. A roof type formed by the meeting of four sloping roof surfaces.

Historic context. The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

Integrity. Authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s period of historic significance. Integrity is evaluated through seven aspects; location, design, setting, materials, workmanship, feeling and association. (National Register Bulletin, “How to Apply the National Register Criteria for Evaluation”; 1990) 44-45.

Inventory. A database of resources evaluated as eligible and/or potentially eligible for the National Register.

International. (1920-1945) An architectural style characterized by flat roofs, smooth, uniform wall surfaces, large expanses of windows and a complete absence of ornamentation. Often seen as an asymmetrical composition placed in a dramatic context, these buildings are finished with a variety of materials. (Blumenson, 1995) 75.

Italianate Style (1870-1890). An architectural style commonly used in residences, these square, rectangular, or L shaped, two to three-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola. Windows are commonly highlighted with elaborated crowns in an inverted "U" shape. (McAlester, 1992) 211.

Late Gothic Revival Style (1880-1920). An architectural style commonly used on early skyscrapers and churches and featuring heavy masonry construction. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

Location. One of the seven aspects of integrity, location refers to the place where an historic resource was constructed or the place where the historic event took place. Integrity of location refers to whether the property has not been moved or relocated since its construction. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

Materials. One of the seven aspects of integrity, these include the physical elements that were combined or deposited in a particular pattern or configuration to form a historic resource. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

Multiple Property Nomination. The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

National Register of Historic Places (National Register). The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices.

Non-contributing (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a resource is significant. The resource was not present during the period of significance; does not relate to the documented significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

Object. A simple and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments. Often designed and/or constructed by an artist.



Figure E: Illustration of a One-Part Commercial Block.

One-Part Commercial Block. A type of commercial building form, one story tall with distinct urban design. These buildings should not be confused with free-standing one-story shops. Between 1850 and 1900 in larger urban centers they were often constructed to defray land costs until a larger, more profitable building could be constructed. (Longstreth, 1987) 54-55.

One-story Cube (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

Period of Significance. Span of time in which a property attained the importance for which it meets the National Register criteria.

Property type. A classification for a building, structure, site, or object based on its historic use or function.

Queen Anne Style (1880-1900). An architectural style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

Ranch (1945-1970). An architectural form that was the dominant house type throughout the country after World War II. These houses have a one-story elongated main mass, asymmetrical facade, and low-pitched roof with wide eaves. Additional characteristic features include a large picture window on the front facade, elevated windows, integrated planters, wrought-iron porch supports, wide chimneys, roof cutouts, and an attached garage or carport. Variations include: Minimal Ranch, Standard Ranch, Massed Ranch, Raised Ranch, Composite Ranch and Inline Ranch.

Reconnaissance Survey. The process of evaluating all resources within a delineated boundary.

Resource. A building, site, structure, or object.

Setting. One of the seven aspects of integrity, setting is the physical environment of a historic resource that illustrates the character of the place. Integrity of setting remains when the surroundings have not been subjected to radical change. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

Shed roof. A roof consisting of one inclined plane.

Side Gable (1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

Significance. Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

Site. The location of a prehistoric or historic event.

Structure. Practical constructions not used to shelter human activities; i.e. grain elevators and bridges. Often designed by an engineer.



Figure F: Illustration of a Temple Front.

Temple Front. A type of form where the façade is derived from Greek and Roman temples and treated as one compositional unit. It was commonly used for banks, public, institutional and religious buildings. (Longstreth, 1987) 100.

Three-Part Vertical Block. A type of commercial building form similar to the two-part commercial block; these buildings are generally five stories or taller and divided into three distinct zones that are carefully related to one another. The top and bottom zones are generally one-to three stories tall and more ornately decorated than the larger center zone. (Longstreth, 1987) 93.

Tudor Revival Style (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

Two-Part Commercial Block. The most common type of commercial building form; these buildings are generally two-four stories tall and divided into two distinct zones often having little visual relationship. (Longstreth, 1987) 24.

Two-Part Vertical Block. A type of commercial building form similar to the two-part commercial block; these buildings are generally five stories or taller and divided into two distinct zones that are carefully related to one another. (Longstreth, 1987) 82.

Vernacular. A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

Vault. A type of commercial building form similar to the enframed window wall; these buildings are generally two to three stories tall and are characterized by facades with a large, tall and comparatively narrow center opening. Other façade penetrations are small, if they exist. (Longstreth, 1987) 109.



Figure G: Illustration of a Two-Part Vertical Block.

Workmanship. One of the seven aspects of integrity, workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. Workmanship can furnish evidence of the technology of the craft, illustrate the aesthetic principles of a historic period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles. (National Register Bulletin, "How to Apply the National Register Criteria for Evaluation"; 1990) 44-45.

